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REPORT

OF THE

PROGRESS OF SETTLEMENT

IN THE TOWNSHIPS OF

LOWER CANADA,

DURING THE YEAR 1855,

BY

T. BOUTILLIER, ESQUIRE,

INSPECTOR OF AGENCIES.

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PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY.

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TORONTO:

PRINTED BY JOHN LOVELL, YONGE STREET,

1856.



REPORT

OF THE

PROGRESS OF SETTLEMENT

IN THE

LOWER CANADA

DEURING THE YEAR 1851

BY

T. BOUTWELL, ENGINEER

INSPECTOR OF AGRI-CULTURE

PRESENTED BY ORDER OF THE LEGISLATIVE ASSEMBLY



TORONTO:

PRINTED BY JOHN HURD, LONDON STREET,

1852

STATEMENT

Of sums received and paid by T. Boutillier, Inspector of Agencies, from the 25th February, 1855, to the 22nd February, 1856.

STATEMENT

Of sums received and paid by T. Boutillier, Inspector of Agencies, from the 25th February, 1855, to the 22nd February, 1856.

Dr.

T. BOUTILLIER, Inspector of Agencies, in

		£	s.	d.
1855.				
February 26	To a sum of £6353 10s. 7d., balance remaining on deposit, as by account rendered on 25th February, 1855, viz : Bank of Upper Canada at Quebec .. £2689 6 9 Banque du Peuple, Montreal 3664 3 10	6353	10	7
" "	To a sum of £119 4s. 10d., deposited in the Bank of Upper Canada at Quebec, by Alexis Cayer, Overseer, being the balance remaining in his hands at the time of the suspension of the works last autumn	119	4	10
March 20..	To a sum of £97, deposited in the Banque du Peuple at Montreal by Andrew Bos, Overseer, being the balance remaining in his hands at the time of the suspension of the works last autumn	97	0	0
August 29.	To a Warrant for the sum of £1500, received from the Department by J. F. Bradshaw, Manager of the Bank of Upper Canada, of which sum has been deposited : In the Bank of Upper Canada at Quebec .. £750 0 0 In the Banque du Peuple at Montreal 750 0 0	1500	0	0
September 29	To a Draft, No. 1260, upon Montreal, for £200, received by J. F. Bradshaw, being the amount of a Warrant received by him from the Department, which sum was deposited in Banque du Peuple at Montreal	200	0	0
October 7..	To a Draft received from the Department for the sum of £2000, granted upon Order in Council dated 4th October, of which sum has been deposited : In the Banque du Peuple £1000 0 0 In the Bank of Upper Canada 1000 0 0	2000	0	0
" 29..	To a Draft for £8 12s. 9d., paid to Chas. Frs. Dionne, Overseer, upon Antoine Monfet, ex-Overseer, balance remaining in his hands at the time of the suspension of the works last autumn	8	12	9½
" 30..	To a Draft of £4 6s. 6d., paid to Antoine Talbot, Overseer, upon Louis Blanchet, ex-Overseer, being the balance remaining in his hands at the time of the suspension of the works last autumn	4	6	6
1856.				
January 8.	To Interest at 3 per cent. paid by the Banque du Peuple upon deposits as follows : From 1st to 31st May, 1855 £34 3 2 From 5th June to 29th October, 1855 29 19 6	64	2	8
" 10..	To a Draft for £2000, No. 9623, upon the Bank of Upper Canada at Montreal, received from J. Ridout, and the amount of which has been deposited as follows : Bank of Upper Canada at Quebec .. £1500 0 0 Do do Montreal 250 0 0 Banque du Peuple, Montreal 250 0 0	2000	0	0
12..	To a sum of £50 8s. 2½d. deposited in the Banque du Peuple, being balance remaining in the hands of B. Garneau and J. T. Lebel, Overseers, at the time of the suspension of the works last December	50	8	2½
" "	To a sum of £12 10s., deposited in the Banque du Peuple, being the balance remaining in the hands of J. E. Côté and H. A. Watier, Overseers, at the time of the suspension of the works in December last	12	10	0
	Amount carried over £	12409	15	7

cies, in

account with the Crown Lands Department

Ca.

s.	d.	1855.			£	s.	d.
		February 28	By 1 Check for \$3 10s. to T. Corriveau, Overseer ..	2	10	0	
		March 13	" 1 " £126 1s. 11d., J. B. Poupore, Overseer ..	126	1	11	
		" 14	" 5 " £10 each, P. N. Pacaud " ..	50	0	0	
10	7	" 14	" 1 " £51 17s. 9d., T. Wilson " ..	51	17	9	
		" 22	" 3 " £25 each, J. Verrette " ..	75	0	0	
		" 22	" 1 " £72 0s. 2d., T. Wilson " ..	72	0	2	
		April 6	" 1 " £8 5s. 5d., T. Corriveau " ..	8	5	5	
		" 9	" 1 " £38 19s. 9d., B. Garneau " ..	38	19	9½	
4	10	" 26	" 4 " £25 each, P. N. Pacaud " ..	100	0	0	
		May 1	" 2 " £25 each, J. B. Lepage " ..	50	0	0	
		" 12	" 1 " £12 8s. 1½d., J. B. Lepage " ..	12	8	1½	
		" 18	" 4 " 2 £30 each, 1 £33 6s. 8d. and 1 of £6 14s. 9d., P. N. Pacaud, Overseer ..	100	0	0	
0	0	June 6	" 2 " £20 each, P. N. Pacaud " ..	40	0	0	
		" 8	" 1 " £150, T. Fortin and B. Cimon " ..	150	0	0	
		" 14	" 4 " £25 each, Andrew Boa " ..	100	0	0	
		" 21	" 6 " 5 £25 each and 1 £23 3s. 4d., P. N. Pacaud, Overseer ..	148	3	4	
0	0	" 25	" 2 " 1 £20 and another £20 6s. 3d. to F. L. Poudrier, Overseer ..	40	6	3	
		July 3	" 2 " £75 each, Jos. Verrette, Overseer ..	150	0	0	
		" 17	" 2 " £75 each, Alexis Cayer " ..	150	0	0	
0	0	" 17	" 4 " £25 each, L. E. Laroque " ..	100	0	0	
		" 19	" 2 " 1 £50 and 1 £47, Andrew Boa, Overseer ..	97	0	0	
		" 21	" 4 " £50 each, J. B. Lepage and J. G. Lespérance, Overseers ..	200	0	0	
		" 26	" 2 " £100 each, G. H. Beaulieu, Overseer ..	200	0	0	
0	0	" 26	" 4 " 3 £20 and 1 £10, F. L. Poudrier " ..	70	0	0	
		August 8	" 2 " £25 each, Jos. Roy " ..	50	0	0	
		" 10	" 1 " £25, F. L. Poudrier " ..	25	0	0	
		" 15	" 3 " £25 each, Jos. Roy " ..	75	0	0	
		" 16	" 1 " £25, Jos. Roy " ..	25	0	0	
12	9½	" 18	" 1 " £48 19s. 3d., T. Wilson " ..	48	19	3	
		" 21	" 3 " £25 each, John Cullen " ..	75	0	0	
		" 22	" 1 " £50 L. Desaulnier " ..	50	0	0	
		" 23	" 2 " £50 each, Jos. Prince " ..	100	0	0	
6	6	" 24	" 1 " £250 Reverend N. S. Hébert " ..	250	0	0	
		" 24	" 3 " £50 each, Reverend A. L. Mailloux " ..	150	0	0	
		" 24	" 1 " £50, Reverend O. Paradis " ..	50	0	0	
		" 28	" 1 " £75, A. Cayer " ..	75	0	0	
2	8	" 28	" 2 " £25 each, L. E. Laroque " ..	50	0	0	
		" 29	" 3 " 2 £50 and 1 £25, Jos. Roy " ..	125	0	0	
		" 30	" 2 " £12 10s. each, Pierre Dagneault " ..	25	0	0	
		" 30	" 3 " £25 each, N. Boucher " ..	75	0	0	
		" 31	" 1 " £37 10s., J. A. Leprohon " ..	37	10	0	
		" 31	" 2 " £25 each, P. Skelley " ..	50	0	0	
		" 31	" 1 " £20, W. Hume, " ..	20	0	0	
0	0	September 1	" 1 " £300, B. Garneau and J. T. LeBel " ..	300	0	0	
		" 3	" 1 " £100, J. E. Côté and H. A. Watier " ..	100	0	0	
		" 3	" 1 " £50, Reverend O. Paradis " ..	50	0	0	
		" 5	" 1 " £10, P. Dagneault " ..	10	0	0	
8	2½	" 5	" 2 " £25, Israel Price " ..	25	0	0	
		" 8	" 1 " 1 £50 and 1 £25, A. Talbot " ..	75	0	0	
		" 10	" 1 " £50, T. Corrigan " ..	50	0	0	
		" 10	" 1 " £50, C. F. Dionne " ..	50	0	0	
10	0	" 11	" 6 " £25, P. N. Pacaud " ..	150	0	0	
		" 11	" 1 " £200, J. B. Poupore " ..	200	0	0	
15	7		Amount carried over	£ 449	2	0	

Dr.

T. BOUTILLIER, Inspector of Agencies, in

1855.	Amount brought over	12409	15	7
February 11 ...	To a sum of £60, received from the Department and deposited in the Bank of Upper Canada at Quebec, to repay to the Settlement Fund a sum of £40, paid to D. S. Ballantyne, and a further sum of £20, paid to John G. Fair, for explorations	60	0	0
" 19 ...	To a sum of £33 10s. 8d. deposited in the Bank of Upper Canada at Quebec on the 8th January, by Alexis Cayer, Overseer, being the balance remaining in his hands at the time of the suspension of the works, last autumn	33	10	8
Amount carried over		£ 12503	5	10

agencies, in

account with the Crown Lands Department.

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9	15	7	1855.	Amount brought over	£	4499	2	0
			Sept. 11	By 1 Check for £75, Jos. Verrette, Overseer		75	0	0
			" " 6	" £25 each, D. Phillips, Overseer		150	0	0
			" " 2	" £25 each, C. P. de Champlain, Overseer		50	0	0
0	0	0	" 14	" £25 each, F. R. Blanchard		50	0	0
			" 17	" £50, L. Desaulnier		50	0	0
			" 18	" £50, Reverend O. Paradis		50	0	0
			" " 1	" £50, Reverend M. Kerrigan		50	0	0
			" " 1	" £25, to John Dillon		25	0	0
3	10	3	" " 1	" £40, J. B. Coulombe and E. Arcand		40	0	0
			" 19	" £17 Os. 1½d., F. L. Poudrier		17	0	1
			" " 1	" Reverend Ed. Richard		50	0	0
			" 20	" £50 each, P. N. Pacaud		100	0	0
			" 24	" £150, Ls. Labrecque		150	0	0
			" 25	" £50, Reverend A. L. Mailloux		50	0	0
			" " 1	" £25, Reverend O. Paradis		25	0	0
			" " 2	" 1 £19 10s., 1 £18, John Cullen		37	10	0
			" 27	" £250, B. Garneau and J. T. Lebel		250	0	0
			" " 1	" £150, J. B. Coulombe and E. Arcand		150	0	0
			" 29	" £50, Reverend O. Paradis		50	0	0
			October 2	" £35, P. Dagneault		35	0	0
			" 3	" £25, F. R. Blanchard		25	0	0
			" " 1	" £35, N. Boucher		35	0	0
			" 4	" 2 £50 and 1 £46 17s. 2d., G. H. Beaulieu		146	17	2
			" " 3	" £50 each, Jos. Roy		150	0	0
			" " 1	" £40, P. C. Rivard		40	0	0
			" 6	" £50, L. E. Laroque		50	0	0
			" " 2	" £50 each, A. Verreault		100	0	0
			" 8	" £40, Ant. Talbot		40	0	0
			" " 1	" £35, C. F. Dionne		35	0	0
			" 10	" £50 each, P. N. Pacaud and J. B. Delisle		200	0	0
			" " 2	" Overseers		50	0	0
			" 11	" £25 each, C. P. de Champlain, Overseer		100	0	0
			" " 1	" £25 each, D. Phillips		25	0	0
			" " 1	" £25, Reverend O. Paradis		50	0	0
			" " 2	" £50, Jos. Savard		60	0	0
			" " 1	" £30 each, Luc Gélinas		75	0	0
			" 12	" £75, Ed. Robitaille		30	0	0
			" " 1	" £30 to P. Dagneault		50	0	0
			" 13	" £50, A. Jetté		35	0	0
			" " 1	" £35, Andrew Boa		30	0	0
			" " 1	" £30 Reverend M. Kerrigan		25	0	0
			" 16	" £25, Peter Skelly		25	0	0
			" " 1	" £25, P. C. Rivard		75	0	0
			" " 1	" £75, E. Arcand		50	0	0
			" 19	" £50, Jos. Prince		40	0	0
			" " 1	" £40, D. S. Ballantyne, Explorer		40	0	0
			" 23	" £40, N. Boucher, Overseer		50	0	0
			" " 1	" £50, T. Corrigan		25	0	0
			" 24	" £25, F. R. Blanchard		250	0	0
			" " 5	" £50 each, P. N. Pacaud, Overseer		25	4	7
			" 26	" £25 4s. 7d., Jos. Roy		25	0	0
			" 27	" £25, John Dillon		25	0	0
			" " 1	" £25, Peter Skelly		14	13	0
			" 29	" £14 13s., C. F. Dionne		175	0	0
			" 30	" £175, B. Garneau and J. T. LeBel		75	0	0
			" " 1	" £75, J. E. Côté and H. A. Watier, by B. Garneau		50	0	0
			" " 5	" £10, Ls. Labrecque and Ed. Leureux, Overseers		85	0	0
			" " 1	" £85, Ant. Talbot, Overseer				
5	10			Amount carried over	£	8315	6	10½

encies, in

account with the Crown Lands Department.

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1855.		Amount brought over		£	8315	6	104
October	31	By 1	Check for	£63 19s., J. B. Coulombe, Overseer	63	19	0
"	"	" 2	"	£50 each, Ls. Arcand, Overseer	100	0	0
"	"	" 1	"	£75, A. Cayer	75	0	0
November	3	" 2	"	£25 each, Duncan McCallum, Overseer	50	0	0
"	"	" 5	"	£10 each, D. Phillips	50	0	0
"	"	" 1	"	£30, Reverend Ed. Richard	30	0	0
"	6	" 3	"	2 £50 and 1 £25, C. P. de Champlain	125	0	0
"	"	" 1	"	£50, Ed. Robitaille	50	0	0
"	7	" 6	"	£50 each, P. N. Pacaud	300	0	0
"	8	" 1	"	£75, Hugh Gorman	75	0	0
"	"	" 1	"	£20, Israel Rice	20	0	0
"	10	" 1	"	£24 2s. 6d., Jos. Prince	24	2	6
"	"	" 1	"	£56, Reverend N. T. Hébert	56	0	0
"	"	" 1	"	£50, Ed. Robitaille	50	0	0
"	"	" 1	"	£19 5s., J. B. Coulombe	19	5	0
"	12	" 2	"	£37 10s. each, T. Corrigan	75	0	0
"	"	" 2	"	£25 each, J. G. Lespérance and J. B. Lepage, Overseers	50	0	0
"	13	" 1	"	£25, L. Desaulnier, Overseer	35	0	0
"	"	" 1	"	£30, Hugh Gorman	30	0	0
"	"	" 1	"	£50, A. Jetté	50	0	0
"	14	" 3	"	£25 each, Ls. Labrecque and Edouard Leureux, Overseers	75	0	0
"	19	" 2	"	1 £150 and 1 £25, B. Garneau and J. T. Lebel by H. A. Watier, Overseers	175	0	0
"	"	" 1	"	£12 10s., J. E. Côté and H. A. Watier, Overseers	12	10	0
"	"	" 5	"	£50 each, P. N. Pacaud and J. B. Delisle, Overseers	250	0	0
"	21	" 15	"	£10 each, P. A. Tremblay, Overseer	150	0	0
"	23	" 1	"	£70, Hugh Gorman	70	0	0
"	24	" 1	"	£1 18s., Luc Gélinas	1	18	0
"	26	" 1	"	£30, T. Corrigan	20	0	0
"	"	" 1	"	£25, A. Jetté	25	0	0
"	27	" 5	"	£10 each, D. Phillips	50	0	0
"	"	" 1	"	£39 14s 5d., Reverend N. T. Hébert	39	14	5d
"	28	" 10	"	£10 each, P. A. Tremblay	100	0	0
"	"	" 1	"	£75, L. Larocque	75	0	0
"	"	" 1	"	£20, John G. Fair, Explorer	20	0	0
December	4	" 1	"	£30, Jos. Verrette, Overseer	30	0	0
"	5	" 2	"	1 £125 and 1 £25, P. N. Pacaud and J. B. Delisle, Overseers	150	0	0
"	10	" 2	"	£10 each, Ls. Labrecque and Ed. Leureux, Overseers	20	0	0
"	11	" 1	"	£32 15s., John Cullen	32	15	0
"	12	" 1	"	£5, T. Corrigan, Overseer	5	0	0
"	13	" 4	"	£25 each, J. Lespérance and J. B. Lepage, Overseers	100	0	0
"	14	" 4	"	£25 each, Ls. Arcand, Overseer	100	0	0
"	21	" 1	"	£100, J. B. Daoust, Agent	100	0	0
"	22	" 1	"	£125, Ls. Arcand, Overseer	125	0	0
"	"	" 1	"	£10, Ed. Robitaille	10	0	0
"	28	" 1	"	£2 1s. 8d., J. E. Côté and H. A. Watier, by J. T. Lebel, Overseer	2	1	8
1856.							
January	8	" 1	"	£50, J. B. Daoust, Agent	50	0	0
"	"	" 1	"	£40, John Dillon, Overseer	40	0	0
"	"	" 1	"	£20, Reverend M. Kerrigan, Overseer	20	0	0
"	"	" 3	"	£10 each, D. Phillips	30	0	0
Amount carried over					£ 11542	12	6

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1856.		Amount brought over		£	11542	12	6
January	9	By 1 Check for	£3 1s. 0 ^d . A. Jetté, Overseer	3	1	0	4
"	16	" 1 "	£50, J. B. Daoust, Agent	50	0	0	0
February	4	" 1 "	£20, Reverend Ed. Richard, Overseer	20	0	0	0
"	7	" 1 "	£11 2s., Ls. Labrecque	11	2	0	0
"		" 1 "	£38 7s. 10 ^d ., Ls. Labrecque and Ed. Leureux, Overseers	38	7	10	1
"	13	" 1 "	£37 10s., Reverend N. T. Hébert, Overseer	37	10	0	0
"	15	" 1 "	£19 11s. 3d., D. Phillips,	19	11	3	3
"	16	" 1 "	£13 5s. 10 ^d ., J. T. Lebel, Agent for J. E. Côté and H. A. Watier, Overseers	13	5	10	10
"	21	" 3 "	2 £100 and £116 0s. 3d., P. N. Pacaud and J. B. Delisle, Overseer	316	0	3	3
Balance				£	451	15	1
				£	12503	5	10

Inspector of Agencies.

COUNTY OF CHICOUTIMI.

KINOGOMI ROAD.

Reverend M. HEBERT, and }
P. A. TREMBLAY, } Overseers.

Balance remaining from appropriation of 1854.....	£ 250	0	0
Amount of appropriation for 1855.....	800	0	0
Amount disposable.....	1050	0	0
Amount paid.....	633	4	5½
Balance remaining.....	£416	15	6½

The proposed length of this road, which commences from the Rapide des Roches, on the Chicoutimi River, and ends at Metabetchouan Station, on Lake St. John, is about 38 miles.

Nine miles of this road were opened in 1854; more than six of these were completed by Mr. Tremblay during last autumn, and cost £40 per mile.

"The bridges which remain to be built are of little importance," says Mr. Tremblay, "with the exception of that which is proposed to be built over the *Rivière aux Sables*, and another over the Chicoutimi River at *Portage des Roches*."

The cost of the construction of the former bridge has been estimated, by A. J. Russell, Esq., at £400, and that of the latter, at £1,500.

From the Portage des Roches to the Township of Labarre, this road goes over an unpromising country. Swamps, stones and sand are met with. There is, however, a space of five miles near the Cascouia River, which contains very good land. The road then passes over excellent land, as far as Lake St. John. The most plentiful timber is the tamarack, the white and black birch, and the poplar, in the high lands; and ash, elm, alder, and cedar, on the flats.

This road communicates with the beautiful valley of Lake St. John, where there is a large extent of very fine lands.

"The advantages of this road, as regards the settlement of the country," says Mr. P. A. Tremblay, "are so well known to you, that I think it would be useless for me to make any remarks on the subject. Suffice it to say that upon the opening of that road, depends the success of the work so patriotically undertaken by the Reverend Mr. Hébert, and that of the settlements founded on the borders of Lake St. John."

"The *Rivière aux Sables*, at the point where it intersects the road, presents rather the appearance of a lake than that of a river."

Mr. Tremblay is of opinion that the last portion of the road (that which borders on the Rapide des Roches) would be more difficult to complete than that which is comprised in the Township of Kinogomi. He believes, however, that £80 per mile would be sufficient, except for the last half of the 18th mile, and the first quarter of the 19th, where there are more difficulties to be met with than on any other part of the road, as the soil is rocky and rough.

"The wheat fly has caused no damage this year, and the crops," adds Mr. Tremblay, "according to the report of the people of the neighbourhood, were abundant, and will suffice for the wants of the winter, although there was very little grain sown."

There is a fact well worthy of remark, and one which should not be lost sight of by all friends of settlement, and especially those friendly to the settlement of the e frost which caused so great damage to the grain in almost all Lower Canada, last year, did not cause any in Saguenay.

COUNTY OF CHICOUTIMI.

Bridge over the Rivière à Mars.

JOHN KANE, Overseer.

Amount appropriated in 1854.....	£200	0	0
To which is to be added part of the £400 appropriated by an Order in Council, dated the 27th September, 1853, of the same year, to aid in the construction of bridges over the Rivière à Mars, and of that over the Rivière du Moulin; the said sum to be divided in proportion to the value of the said bridges.			
Amount paid.....	150	0	0
By amount retained out of a larger sum remitted to him by A. Russell, Esq.....	50	10	10
	<u>£200 10 10</u>		

Besides the sums above mentioned as having been advanced to Mr. Kane, a further sum was remitted to him by your Honorable predecessor in 1854 and '55, in order to defray the expenses of drawing the timber necessary for the construction of the bridge. Mr. Kane has accounted for the monies he received, and the timber which he caused to be drawn; and as soon as the accounts have been re-examined and regulated by the proper authorities, and especially as soon as the Municipalities of Chicoutimi and Bagot, as they have been notified to do, have estimated the cost of the construction of the two bridges, the one over the Rivière à Mars, and the other over the Rivière du Moulin, I shall be able to ascertain what available balance there is on hand in favor of the two bridges.

The different sums of public money appropriated for the construction of a bridge over the Rivière à Mars not being sufficient, it became necessary to ask the co-operation of the Municipal Council of Bagot. Until the present time, for different reasons, it has been found impossible to make any arrangements to prosecute the works, further than having prepared a considerable quantity of timber, which Mr. Kane has caused to be placed near the very spots where the bridges are to be built. These measures, however, have been adopted but recently; but it is probable that, with the assistance of the Municipal authorities, who have very lately given proofs of their zeal and desire to co-operate in this great local improvement, the works will shortly commence.

Timber brought on the site by Mr. Kane:

21 pieces of square white pine, 243 pieces flat pine, 7 pieces square red pine, 47 pieces flat red pine, 165 pieces flat cedar, 109 pieces flat spruce.

The flat pieces are from 25 to 30 feet in length, and the square pieces from 12 to 14 inches square, are from 41 to 51 feet in length.

COUNTY OF CHICOUTIMI.

Bridge over the Rivière du Moulin.

ABRAHAM LAPOINTE, Overseer.

Amount appropriated in 1854.....£400 0 0

To which sum must be added part of £400, appropriated by an Order in Council, dated 27th September, 1855, to assist in the construction of a bridge over the Rivière à Mars and the Rivière du Moulin; the said sum to be divided in proportion to the cost of the said bridges.

Amount paid to Overseer in 1854, in provisions, to enable him to prepare the timber for the bridge and transport it to the ground..... 166 11 6

The construction of this bridge has been delayed for the same reasons that retarded the construction of a bridge over the Rivière à Mars.

The balance on hand cannot be ascertained until Mr. Lapointe's account has been settled, which will not cause much delay; and until, as above stated, an estimate has been made of the cost of that bridge, and of that over the Rivière à Mars, that they may serve as a basis for the division of the £400, which was appropriated in aid of the construction of those two bridges. I must not omit to mention that the Municipal Council of Chicoutimi have given proofs of their desire to contribute to the construction of this bridge.

It is more than probable that in a short time the arrangements necessary to insure the co-operation of the Municipal Council, will be concluded, and that the works will soon commence.

Mr. Lapointe has caused to be brought on the spot,

703 pieces of pine, red and white, cedar, spruce, varying in length from from 25 to 33 feet; 451 of these pieces are flat; 252 do. do., round, 2 beams of white pine, 46 feet in length, and from 13 to 14 inches square.

COUNTY OF MONTMORENCY.

St. Fereol Road.

REVEREND EDWARD RICHARD, Overseer.

Amount appropriated £100 0 0

Amount paid..... 100 0 0

The amount appropriated for this Road has been employed in improving some of the inclines which are to be found on the road. The sum of one hundred pounds proved insufficient to place this road in the state of repair it should be in.

To enable you to form an opinion of the importance of this road and of the urgent necessity there is for completing the improvements, I cannot do better than give you an extract from the excellent report which the Reverend Mr. Richard was kind enough to send to me. The judicious remarks and valuable information which it contains will not fail to draw the attention of all friends of colonization.

"The principal and most important object of these improvements, is to afford a means of access to the excellent lands, which extend as far as two or three leagues behind St. Fereol, and are covered with fine timber containing very fine maple groves, and even at the foot of the mountains an uninterrupted chain of sugaries, presenting magnificent openings for clearings. You will also remark, that although the inclines were so abrupt, no less than from 25 to 30 cords of wood daily, during the fine season, were carted from our small Parish, as there is very good accommodation for bateaux for Quebec in the river St. Ann's."

"As to the quality of the soil, none better could be wished for, according to the report of Mr. Lefrançois, Surveyor, and of all those who have visited that part of the country. Covered with magnificent maple and other fine hardwood timber, the land is strong and of so good a quality, that it may be compared with the very rich lands on the borders of the river. The situation of these lands which are open to the South at the foot of the mountains which raise their heads towards the North, promises a milder climate. Mr. Lefrançois and all the hunters who have been in the valley assure us of this fact."

"Besides this splendid tract of land, the valley of the River St. Ann's, which extends to the north of St. Paul's Bay offers so good site for settlement that when the line of the road *des Caps* was traced (which was done at the expense of the Government), the inhabitants of St. Paul's Bay and of the other Parishes interested were very desirous that it should run in that direction, as that road would have been far better than the present road *des Caps* which abounds in high hills, and the number of persons settling on it would soon have relieved the Government of maintaining it."

"You will please also to observe, Sir, that the attention of the public is drawn to the possibility of having the line of the Quebec and Saguenay Railroad pass through that valley, and thus going through St. Fereol and St. Urbain as far as Grand Bay and thence to Lake St. John. Indeed the proposed Railroad from Quebec to Lake St. John, acknowledged to be impracticable as the line is now run, would long ago have been abandoned, and a new line been run, were it not that some of the proprietors of the road had large quantities of land for sale on the first line. It is to be hoped, however, that all persons who are interested in the settlement of the lands in the Saguenay, especially the Government, the Counties of Montmorency and Saguenay, in a word, all those who take an interest in the development of the resources of the country will devote themselves seriously to having this line surveyed a second time. You will remark that it would be the shortest line to the present settlements of the Saguenay as it runs in a straight line, crossing all the fertile county of Montmorency, and receives at the same time encouragement from all the large Parishes on the other side of the Caps, St. Paul's Bay, the Eboulemens, Malbaie, and the other new Parishes which are now being formed in the interior. And if, according to the Report of Mr. Lafrancois, Surveyor, who is not considered to be a visionary, it be true that there are no serious difficulties to be overcome in making this line, you will be able to judge whether our surmises are correct or not. In truth, if thought proper to undertake to construct the road, as now commenced to Lake St. John, which is not inhabited, without even knowing whether the line were practicable as far as that, having in reality no other object than the supplying of Quebec with wood, may we not hope that serious attention will be given to the new line, which has the concurrence of several important Parishes; moreover, if the furnishing of Quebec with timber be an object, could the supply by this new line ever fail?"

"Were the plans of the friends of the Railroad from Quebec to Lake St. John who could only foresee in this speculation the settlement of the splendid valley of this beautiful lake frustrated?—Will the Railroad pass through the

"most settled country and reaching the most populous part of the Saguenay, Grand Bay and Chicoutimi therefore fail to penetrate as far as Lake St. John?"

"These are the motives which induce me to believe, that the time has arrived when serious attention should be given to a survey for this new line, now that every one takes an interest in the commerce of Canada, and the means of developing its resources. Pardon me, Sir, for allowing myself to be drawn, if I may use the expression, far beyond the limits of the question which you did me the honor to address to me, but I know I shall not be blamed for having fully expressed my opinion, and thus given you a better opportunity of judging of the works that are commenced, and of those which remain to be done for the future benefit of the settlements.

"To enable you to form an opinion of the extraordinary water-powers there are in St. Fereol it will suffice to observe, that in our small Parish there are four mills at present in operation, one flour mill, one woolcarding mill and two saw mills on three different rivers, and yet all situated on the high road and within the distance of a league and a half. You must remark, that these rivers are but tributaries of the River St. Ann's which forms the southern boundary of the Parish, and that this last river itself possesses, at different points very fine water powers, celebrated as it is on account of its beautiful falls which attract so many visitors from foreign countries. A third saw mill is being constructed, in the second range, near a new road which is to be opened next spring at the request of the newly settled inhabitants of that concession.

"We have a magnificent limestone quarry, capable of furnishing lime enough for the building of a city, and which is very easily worked, in the quarries on the River Larose, at the south west end of the Parish on the high road. Three furnaces manufacture a considerable quantity yearly, and the facility of obtaining wood enables the proprietors to sell it at three shillings per barique. Let us hope that the improvement of our hills will increase the consumption, and at the same time raise its value. As regards the fifteen or sixteen arpents which are commenced and not yet completed, I am of opinion, that about £60 would be sufficient to place them in a durable state; I must observe that guard rails have yet to be constructed over a space of 5½ arpents?

"The next most important improvement which remains to be done, is the repairing of three other hills and the construction of two bridges of forty feet each. The repairing of one of these hills especially is essentially necessary: it is in a very bad state, and requires to be avoided, in a part of its length; without this we should have taken but one step towards the improvement of those splendid lands which seem to wait with impatience for vigorous arms to till them. It would be very difficult to make an estimate of the cost of these last mentioned works, especially before the line of the hills is traced out. A couple of hundred pounds might perhaps be sufficient to do something to the purpose, if the Legislature were at present to grant the sums necessary to connect the road *des Caps* with the lands in question by a bridge over the River St. Ann's, opposite to the little mountain, we should see a great increase in the settlement of these two districts. The carriage of timber, which has been hitherto impossible on account of our hills such as they were, and even as some now are, might then be effected with facility, and by that means the cause of commerce and the settlement of the lands would be greatly assisted. I have been but two years in St. Fereol, and it seems to me that its population has increased one-third during about the last six years. The new settlers come from the neighbouring Parishes, and direct their steps towards the valley of which I have given you a description above; there is nothing wanting here but encouragement; let us remove the obstacle, let us open an easy means of communication with those superb forests and our young men, instead of crowding the suburbs of Quebec, and becoming for the most part nothing better than petty carters or

"seeking an asylum in a strange land and thus abandoning the faith of their forefathers and their nationality, will come in hundreds from all the Parishes of Cote Beaupré and the Island of Orleans, whose population is even now too numerous, and under the protection of an enlightened Legislature, settle upon lands near those of their fathers, and remain faithful to the traditions of their families, and bless from the bottom of their hearts the generous protectors who have guided them thither."

COUNTY OF QUEBEC.

Stoneham Road.

EDWARD ROBITAILLE, Overseer.

Balance remaining of the appropriation of 1854.....	£ 50 0
Appropriation of 1855	200 0 0
Amount paid	£205 0 0
Balance remaining.....	£20 0 0

The Stoneham Road, as mentioned in my Report of last year, commences opposite Mr. Brennan's house, between lots Nos. 4 and 5, in the 3rd range of the Township of Stoneham, passes through the 3rd and 4th ranges and through part of the 5th, as far as the bridge over the outlet of the most northerly of the three small lakes.

All that portion of the road which was finished last year, is practicable for summer vehicles.

On the 11th of November last, Mr. Robitaille wrote as follows:

I have opened the road, according to your directions, as far as the settlements on the River Jacques Cartier. I am at present engaged in building two bridges, in order to be able to afford to the inhabitants the advantage of making the road practicable next spring for summer vehicles. I have yet to build four large bridges over all the road. I regret that sickness prevented Mr. Robitaille from sending in to me the report which he promised.

It is probable that together with other useful information, he would have given me some interesting details concerning the nature of the timber and the soil to be found in the vicinity of the River Jacques Cartier.

COUNTY OF QUEBEC.

Laval Road.

REVEREND O. PARADIS, Overseer.

Amount appropriated in 1855	£250 0 0
Amount paid Overseer.....	250 0 0

The Laval road was commenced last year at the 2nd range of the Seigniorship of Beauport, crosses the 3rd 4th and 5th ranges and will terminate at the church and mills at Laval. Three miles of this road were finished under the superintendence of Mr. Edward Robitaille. Mr. Paradis has not yet been able entirely

to complete the road as he had hoped to do, and is of opinion that it will require a sum not less than £800 to complete it. However, in making this estimate, Mr. Paradis computes as four leagues and three-fourths the proposed length of the road. A bridge which has been built (but not completely finished), of about seventy feet in length, has cost about £80. "The soil," says Mr. Paradis, "is, in general, good; the frost is the only impediment to the crops here as in the places less cleared."

"The timber at Laval is in great request for commercial purposes. There is one fact, which is well known is the only reason which has prevented settlers from going to Laval, (which is so close to the city) and that is the bad state of the roads."

"However, since the Government has come to our assistance, we see every year numerous settlers coming to establish themselves there, and even persons in easy circumstances."

"As regards timber for commercial purposes, the ship-builders can inform you better than I can of the advantages which they derive from timber so rare and so valuable as that to be had at Laval."

"About twenty or twenty-two new houses had been built in the course of last summer."

"Wheat and other grain thrive very well at Laval, when the frost does not come on too soon."

"No person ever complained at Laval, as in the adjoining parishes, that the corn was attacked by insects or the potatoes affected by disease."

COUNTY OF QUEBEC.

Belair Road.

JOSEPH SAVARD, Overseer.

Amount appropriated.....	£50	0	0
Amount paid.....	50	0	0

I have been unable to ascertain from the Report of Mr. Savard what is the length of the road he has completed. He has, however, worked upon the whole extent of the road, which is about three and a-half miles. He is of opinion that this road is practicable for summer vehicles, and says that it is very much frequented. It is situate in the Seigniorship of Belair, and commences on the land of one James Tate. There is still a bridge to be built. Although this road passes through very wet and rocky ground, it is, nevertheless, considered to be of great use.

"I avail myself of this opportunity," says Mr. Pageot, "to report to you that the Belair road should be continued as far as the by-road to St. Catherines (a distance of about two miles.) The road would then afford a very easy and expeditious means of communication to the inhabitants of St. Catherines, of Lake Sargent, and St. Raymond. I must here state that several persons, believing that this road was open, took it to go to St. Catherines and were compelled to retrace their steps. The continuation of this road which I recommend to you is the same road of which Mr. Charles Pageot spoke to you last year, and which will be situated partly in the County of Quebec, and partly in the County of Portneuf. It will be, if completed, one of the most useful and most frequented roads in the neighborhood of Quebec."

There are water powers on Nos. 3, 25 and 30 in the 5th range of Belair and on No. 40, in the 4th range of the same Seigniorship.

Mr. Pageot, who was employed in 1854 as Overseer of the works on this road, and Mr. Savard, unite in recommending that certain ditches be made without loss of time, in order, not only to make the road practicable, but also to keep it in repair.

The cost of the draining of the road, and the prolongation of a route to St. Catherine's, has been estimated at £200.

COUNTY OF PORTNEUF.

Rocmont Road.

ALEXIS CAYER, Overseer.

Amount appropriated.....	£369 4 10
Amount paid Overseer.....	300 0 0
Balance on hand.....	£ 69 4 10

The Rocmont road commences at the post which is the boundary line between Nos. 8 and 9 in the 7th range of Gosford, at the extremity of the road which advances the farthest into that District.

This road, according to Mr. J. P. Devy's plan, runs towards the Valley of the River Batiscan, where, according to him, there is a large tract of fine land extending towards the north west, bordering upon a part of the Little River Bastonais, which empties itself into the St. Maurice at no great distance from the Tuque.

The proposed length of this road is thirty-six miles, fifteen miles and seventeen chains of which have been traced.

Five miles were opened in 1854 in the Township of Gosford, and twelve arpents in the Township of Rocmont. Five miles and seventeen arpents were opened this last year in Rocmont.

No part of the road has been finished, although its whole extent is practicable for summer vehicles.

The cost of the road has been about £25 per mile, exclusive of fourteen bridges, which comprise altogether 400 feet of planking, and which have cost £81. There is yet another bridge to be built, between the 11th and 12th mile, which will take up 150 feet of planking.

"The soil," says Mr. Cayer, "all along this road is good, although in general sandy. The low lands are clay and covered with elm and ash. The birch, the maple and the fir predominate on the high lands. The timber is large and high, sure signs of a fertile soil. The line of this road follows a chain of mountains situated thirty or fifty acres to the south of the River St. Anne. The mountains are wild land, and at the foot of them there are sugaries of which the soil is rocky, according to Mr. Day's Report; from this last point to the river, that is, from thirty to fifty arpents in breadth, by ten to twelve miles in length; the land may be suitable for agricultural purposes. According to another report, by Mr. Cayer, the lands to the north of the river appeared to be of the same quality as those on the south side.

"The proof of the advantages which this road has already afforded to the settlement of lands is, that all the lands which bordered on the road, along a space of ten and a-half miles have been taken by settlers, and," adds Mr. Cayer, "I have the names of sixty persons who are waiting until the road be traced to take lands in the Valley of the Batiscan."

Mr. Cayer mentions in his report that two mills were built last year in Gosford and that there are three considerable water powers in Rocmont. Ac-

according to the report addressed to me, it would require about £750, to terminate and complete the extent of road surveyed and traced out. I have, however, no information as to what might be the probable cost of the prolongation of this important road, as far as the valley of the River Batiscan where there are, I have been told, very fine lands.

Mr. Cayer is of opinion, that a bridge should be built over the river Roche Plate, at some point near the sixth mile. He estimates at £20 the cost of the building of the said bridge.

Of the sum of £300 which I paid Mr. Cayer, £33 10s. 8d. has been deposited by him to my credit in the Upper Canada Bank at Quebec.

COUNTY OF PORTNEUF.

Alton Road.

JOSEPH VERRETTE, Overseer.

Balance remaining of appropriation of 1854,.....	£339	4	4½
Paid in 1855,.....	330	0	0
Balance remaining.....	£	9	4 4½

The Alton Road commences on No. 13 of the 3rd range on the division between the 2nd and 3rd ranges of Alton.

It has been completed from the point of its departure to about sixteen arpents in the Township of Montauban. The whole of that part is practicable for summer vehicles, with the exception of about four arpents, which are practicable for winter vehicles only. The average cost of the road, exclusive of the bridges, is about £46 per mile.

There are nine bridges built over this road, of which three are floating bridges. Of the latter, one is two arpents in length, a second, three arpents, and the third, three arpents and three perches. They are situated at Lac des Sept Isles, Black Lake, and Lac des Prairies.

The other six bridges contain, altogether, 449 feet of bridging.

The soil in the neighbourhood of the road is, according to the report of Mr. Verrette, good and susceptible of cultivation, although rocky. There are some fine water-powers, and if the road were continued as far as the River Batiscan excellent lands would be reached. I think it my duty to repeat here a portion of an extract which I gave in my last Report, from that given by Mr. Defoy, who traced out the road:

"The road is level enough but stony in several parts. There are two small lakes on the track, but I found a way to avoid them, without going a great deal out of the direct line. The lands bordering on the River Batiscan are magnificent, and easily cultivated. They are covered with fine hardwood.

"Through all the length of the track, the land in general is fit for agriculture and well stocked with tamarack and pine.

"The length of the line of road from the River Batiscan to the River Saint Anne is twenty-one miles.

"In concluding this Report, I think it my duty to inform you that more than thirty persons, on my giving them an account of the lands over which the line of road passes, intimated to me their desire to take lots for their children to settle upon, as soon as the road should be made."

Mr. Verrette, Overseer of the works on the road, says, in his last report, that a sum of £400 would be sufficient to open the road as far as the River Batiscan.

This Estimate differs a little from that of last year, but it is probable that this gentleman has received further information as to the works to be done, and that he makes allowance for the fall in the price of manual labor.

COUNTY OF GASPÉ

Peninsular Road, Anse au Griffon.

DAVID PHILLIPS, Overseer.

Amount appropriated,.....	£400	0	0
Amount paid,.....	399	11	3
Balance remaining	£	8	9

This road crosses that neck of land which separates the waters of the Gaspé Bay from those of the Saint Lawrence.

It commences at the settlement known as the Peninsula, in the 1st range of the Township of Gaspé Bay, North, and terminates on the shore of the Saint Lawrence, on the North side of the River Griffon. Its length is eight miles. No part of the road has been completed. The land has merely been cleared of timber and stumps on a width of twenty feet. In the places where the ground was uneven, it has been leveled to a surface of eight feet in breadth, in order to facilitate the passing of vehicles.

Mr. Phillips says in his report: "If two or three little bridges were built, and a few hundred yards leveled, the road would be practicable for summer vehicles laden, that is to say, horses might go over it at a walk.

"Seven bridges have been built, comprising, altogether, 311 feet of bridging, at a cost of £172. Three more remain to be built, the average cost of which will be £20, each.

"The soil, in that part through which the road passes, is in general of a good quality. The road runs very nearly along the banks of the River de L'Anse au Griffon. The valley of this river is about two miles in breadth, and is bounded on each side by a chain of mountains, covered with hardwood timber. The soil is very fertile on the North-east side of the road. It is computed that there are from 4 to 5000 acres of land, suitable for agricultural purposes, in that valley. It is principally wooded with birch, spruce, and cedar of good quality. There is also maple, fir, and an abundance of alder; pine, however, is scarce, and there is no beech to be found. Good timber for ship building can be had in the neighbourhood of the road.

"With reference to the settlement of the country," says Mr. Phillips, "I do not believe that there is in this District (Gaspé) any spot which sets forth greater inducements to a few hundred settlers, as well with regard to the soil, as to the situation of the land. They would find a fertile soil, one easily cleared and tilled, without stones, and covered with hardwood. They would find, at a distance of four or five miles, a market for the sale of the produce of their lands and of their sheep. I allude to the Bay of Gaspé, which is the sea-port and business place of the County. The inhabitants of the banks of the Saint Lawrence, who are almost exclusively fishermen, might then purchase from these settlers the provisions they require. One of the advantages resulting from the opening of this road would be this: a vessel laden for Gaspé Basin, where it cannot enter until late in the spring, because the ice breaks up late, might unload in the Anse au Griffon and its cargo be brought over by this road

"in a few hours, and at all times, to its place of destination. Vessels also, going up or down the Saint Lawrence, by stopping at the Anse au Griffon, might take in cargoes coming from the Bay of Gaspé, and unload cargoes there destined for the Bay of Gaspé, with far less expense to the owner than by going round Cape Rosier and Cape Gaspé, a distance of fifty miles by water. Persons who have traveled between the Bay of Gaspé and the settlements on the borders of the Saint Lawrence, have already experienced the great advantages of this road. Only a few months ago a man, at the point of death, at the Anse au Griffon, had to send a boat with four men to Gaspé Basin, in order to secure the services of a priest or a medical attendant, a voyage of two days; at present these services can be secured in a few hours.

"In short, this road is at present a means of general communication between the inhabitants of the Bay of Gaspé and those on the borders of the Saint Lawrence, whilst before it was opened they could have no communication except by water, a mode of traveling always long and expensive, and frequently dangerous."

According to this report, which appears to have been drawn up with great care by Mr. Phillips, it is difficult not to be of opinion that the completion of the "Peninsular Road, Anse au Griffon," is an undertaking not only called for by the interests of the settlement of the country, but also loudly demanded by that sentiment of sympathy which cannot be refused to resolute men who are exposed to so many hardships.

Mr. Phillips estimates the completion of the road at £400.

COUNTIES OF GASPÉ AND RIMOUSKI.

Matane and Cape Chat Road.

J. G. LESPERANCE, } Overseers.
J. BTE. LEPAGE, }

Amount appropriated.....	£400	0	0
Amount paid.....	350	0	0
Balance remaining	£ 50	0	0

This road commences in the 9th lot of the Township of St. Denis.

The road, as traced, will be 35 miles and 3 arpents in length; 28 miles and 7 arpents of these have been opened, that is to say 27 in succession, from the above mentioned lot No. 9 to the river Grand Capucin, which is 8 miles and 3 arpents, on this side of the terminus of the proposed length, and of these 8 miles and 3 arpents, 1 mile and 7 arpents have been completed. The width of the road is eight feet French measure. It is practicable for summer vehicles throughout the whole extent that has been opened, that is to say over 28 miles and 7 arpents. The cost of the road has been from £9 to £10 per mile.

There have been but two bridges built, which contain 67 feet of bridging. There are yet 28 to be built. The road can be traveled over every where, as the banks of the rivulets and streams have been cut away in such a manner that vehicles can ford them.

No person can read without deep interest, the report which Messrs. Lepage and Lesperance have made of that part of the country which is so little known, and through which passes the road they superintend. The following is the conclusion of their report.

"The extent of land over which this road passes is immense, and the soil is good. There is timber of all kinds, ash, maple, birch, cedar, fir, spruce, and

"white birch. The advantages afforded by this new road, in furtherance of the settlement of the country, are evident, as it will give an opening to the Parishes below, which have been without a road, ever since they were first settled, and as it would induce a large number of farmers to settle along this road, where there are excellent lands, exclusive of the advantages to be derived from fishing in the Gulf, as the road runs throughout all along the sea shore.

"We can affirm with certainty, that limestone is to be found in the immediate neighborhood of the road.

"There are several rivulets or streams containing water powers, which might easily be made available.

"It would be a great benefit to the surrounding country, and would hasten the settling of a fertile tract of land, were that part of the road to be completed in the early part of the spring.

"This road has been opened so very recently, that its influence has not yet had time to be fully felt over the settlements; nevertheless, it has already had the good effect of inducing persons to take lands over an extent of three leagues, on the upper part of the road in the middle of the *anse*, called *les Grande Mécheins*, and of about half a league at the place called *Les Petits Capucins*.

"The tendency there is to emigrate to the country situated on the lower part of the river, especially on the sea coast, will cause this road to be very soon settled, for all the lands are susceptible of cultivation, composed as the soil is, of a heavy coating of vegetable matter on the heights as every where else. This road must necessarily increase the value of these lands, and be of great benefit to the Parishes already formed at Ste. Anne and Cape Chat. It will be of great benefit to the commerce of these last mentioned places, as it will afford the inhabitants so long prevented from doing so, new markets to which they can bring their produce."

Messrs. Lepage and Lespérance conclude their interesting Report by recommending a new appropriation of £67 to finish the road as commenced. They are however, of opinion, that a considerable additional sum should be granted, for the purpose of building the numerous bridges which will be required on this road.

COUNTY OF KAMOURASKA.

Two Roads.—St. Alexander Road, and St. Hélène and Lake Pohenégamook Road.

G. H. BEAULIEU, Overseer of 1st Road.

JOSEPH ROY, Overseer of 2nd Road.

Amount appropriated.....	£900	0	0
Amount paid G. H. Beaulieu.....	£346	17	2
Amount paid Joseph Roy.....	450	4	7
		797	1 9
Balance remaining.....	£102	18	3

These two roads, one of which, that of St. Alexander, commences in the third range of the Parish of St. Alexander, the other at the boundary line between the Township of Bungay and the Seigniory of L'Islet au Portage, unite in the Township of Park, at a point which was not mentioned in the Reports I have received.

The total length of this road, from St. Helen to Lac Pohenégamook is 17 miles, that of the road from St. Alexander to its junction with the Ste. Hélène road is 9 miles.

St. Alexander Road.

G. H. BEAULIEU, Overseer.

Seven miles of the St. Alexander road have been opened, three and a half of which are practicable for summer vehicles. No bridge has yet been built and there are three required, one over the Riviere du Loup, which Mr. Beaulieu says will be rather expensive, one over the river Fourchure, and a third over the river Rocheuse. These last two would not cost much.

Mr. Beaulieu says, that the greater part of the land, over which this road passes, is of very good quality, and adds, "It is said that the road leads to the 'finest valley and best land to be found in Canada. The lands, as far as the 4th 'range of the Township (Parke) are inferior, but from thence it is splendid and 'covered with maple, birch, and other fine hard timber."

From the information I have had from Mr. Beaulieu, it would appear that there have been already several applications for lands in that district, and he is of opinion that if the first ranges of the Township (Parke) had been surveyed, several persons would be settled there at present.

Ste. Hélène Road.

JOSEPH ROY, Overseer.

The road from Ste. Helene to Pohénégamook commences, as above stated, at the boundary line which separates the Township of Bungay from the Seignior of L'Islet du Portage.

There is yet a mile of the road to be made, in that Seignior, to the point where the road should commence. Although Mr. Roy the Overseer had been directed to finish the last mile, he has been prevented from doing so by the proprietors of the lands, so that it is almost impossible to approach the road that is opened.

Seven miles of road have been opened, which are practicable for summer vehicles, and one other mile which is so for winter ones.

The Overseer cannot form an estimate of the cost of the road per mile, nor of that of building bridges, as the works have been done by day labor, and he made the road and the bridges together.

Twenty bridges have been built, containing 894 feet of bridging. There are yet twelve to be built, which will require 295 feet.

"The soil, says Mr. Roy, over which the road passes is not of a very good 'quality; however, where the road terminates, it is better, and continues improving as far as the lake, where it is excellent."

Mr. Roy says, also, that in the neighbourhood of the road there is cedar in very great abundance and of a superior quality. On this point, he agrees with several other persons who have noticed, that in that part of the country this valuable timber is remarkable in both these respects.

Mr. Roy says, that several persons intend to take the "fine lands" which are near the lake, as soon as the road leading thereto shall have been opened.

About £775 would suffice to complete this road.

COUNTY OF KAMOURASKA.

Mont Carmel Road.

NICOLAS BOUCHER, Overseer.

Amount appropriated,.....	£150 0 0
Amount paid.....	150 0 0

This road which is 18 miles in length, (including a route of 7 miles which was formerly made or rather commenced by the Government behind St. Denis, almost the whole of which it became necessary to make over again), crosses the Townships of Lasalle and Chapais, and terminates at the Province line.

The whole of that part which is opened, is practicable for summer vehicles. There are four miles yet to be opened, and it is within these four miles that the finest land is to be found.

Seven bridges, varying from four to twelve feet in breadth were built last autumn. Mr. Boucher cannot say how many there are to be done in the, four miles of road not yet opened; he is however of opinion that there are not many. Mr. Boucher has not been able to complete the road he had opened in 1854, or to build the bridges above mentioned, out of the amount appropriated.

In addition to the useful information Mr. Boucher was good enough to give the last year, he has been kind enough to send me another report, from which I it my duty to quote the following.

"I cannot refrain from here repeating that the soil from the Lake à L'Aise to the Province line is of the best quality possible. I am happy to be able to add to this the testimony of Vital Desrochers Esquire, Surveyor, at present occupied in laying out the Township of Chapais into Lots. This gentleman agrees with me in saying that in the neighbourhood of the Lake, especially near the Province line, there can nowhere be found land better suited for agricultural settlement.

Mr. Desrochers speaks also with enthusiasm of the beauties of this fine lake, of the picturesque sites to be found every where on its shores, and of the beauty of the timber which covers this rich and fertile land. Its extent is considerable. Its length appears to be almost indefinite, and its breadth about eight or ten miles.

It is easy to understand from what precedes what advantages this road offers to settlers and to commerce. To the former it offers fine lands covered with valuable timber, the principal of which is the cedar, the maple and the birch. The soil, which is without stones, seems but to wait for the hoe and the axe of the pioneer, to open its bosom for the plough, and to give the farmer certain riches in return for his toil. To commerce it offers an opening to supply the lumbering establishments with provisions, and especially facilities for business transactions with the inhabitants of the river St. John and its branches, who have already cleared lands to the west of the point where this road will meet the river.

There are water powers in the neighbourhood of the lake, which will be of great service to the new settlements. Saw mills, flour and other mills might be constructed upon them without great expense.

The population is rapidly increasing, in the neighbourhood of the roads which are now being opened. The lands of the Seigniories are all conceded, and the fact of there having been several churches lately built in the interior of the country will prove my assertion. Unfortunately it is known that there is, in the first range of the Townships, a considerable neck of land which is unfit for agriculture, but valuable nevertheless on account of the timber with which it is covered. It will be necessary therefore to cross this zone, which will serve as wood land, in order to come to land fit for agricultural purposes. This land is

situated some miles in the interior and it is there that the roads should terminate which the Province causes to be opened from time to time. There is no doubt that if the first ranges or concessions of the Townships had been generally suited for agricultural purposes, our young men would never have left our County, to emigrate either to the Saguenay or to the Lower part of Rimouski. They did so merely because their impression was that we had no good lands in the interior. Happily at present, that impression has disappeared, and the surveys that have been made, have convinced the most incredulous. It is now ascertained that there is a piece of land, ten or twelve miles in breadth, by the whole length behind the Seigniories, and adjoining the Province line, containing a beautiful soil, covered with magnificent timber, and offering the greatest advantages to settlers engaged in agricultural pursuits.

I am of opinion that it would require a sum of £350 to complete the road as far as the Province line, and I cannot recommend in too high terms the expediency of granting that small sum. Several lots have been already marked out by persons who are only waiting, until they are surveyed, to enter into possession, with a view to purchase them. Sugaries have been established, and there was some fine sugar made last spring in the neighbourhood of the Lake.

COUNTY OF L'ISLET.

Elgin Road.

B. A. VERRAULT, Overseer.

Amount appropriated.....	£200	0	0
do paid.....	100	0	0
Balance remaining	£100	0	0

This road, as proposed to be made, is twenty-six miles in length. Its starting point is in the rear of the Seignior of St. Roch, on Lot.No. 21 of the Township of Ashford, and it terminates at the frontier line: Five miles, less two or three acres, have been terminated, but it is open throughout its whole length.

The five and a half miles that are finished are passable for summer vehicles, and the remainder to the frontier for winter vehicles.

The above works were done in 1854.

An examination of the country having retarded the commencement of the works until the very heavy autumn rains set in, Mr. Verrault wrote to me several times to inform me that, for the interest of the works, he delayed the period of commencing them. At length, on the 9th November last, he wrote me the following letter.

St. Jean, Port Joli, 9th Nov. 1855.

SIR,—I have the honor to inform you that, owing to the great abundance of water at present in the woods, I have not thought it right to commence the works on the Elgin road for this autumn. There is still remaining in my hands the sum of one hundred pounds currency, which I am prepared to remit to your order.

I have, &c.,

(Signed,) C. A. VERRAULT.

T. Boutillier, Esq.,
St. Hyacinth.

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In another letter of the 25th December last, Mr. Verrault writes to me :
"The population has not much increased, since the period of the opening of the
"Elgin road. However, twenty or thirty settlers although they are not residents,
"came up to the Townships of Garneau, Lafontaine, Dionne and Casgrain, in
"the hope of soon having a road there, and made large clearings, which they
"intend to sow in the spring. The least of these clearings does not contain
"less than thirty or thirty-five acres in superficies. Several other clearings have
"been commenced since last year, on a smaller scale however than the preceding
"ones."

The Elgin road has already cost a considerable sum of money. Being in reality a road of great importance to the interests of the settlements, I think it my duty here to make mention of the valuable information Mr. Verrault procured for me, and which I embodied in my Report of last year.

In a very good report which he addresses to me, this gentleman says ; "The
"Townships of Ashford and Fournier are not yet fit for settlement, notwithstand-
"ing their proximity to the river ; it is only in the rear of those Townships that
"we find a soil suitable for the settler. This extends, however, to the frontier
"line between Canada and the United States. This tract which I have traversed
"in every direction and of which I am qualified to speak from my personal obser-
"vation, is in general very level, with few or no stones. As to the variety and
"quality of the timber, the spruce predominates. We find, however, pine in
"some quantity, but for the most part either cut down or soon to be cut. The
"timber is generally of middling girth, but of prodigious height, an evident proof
"of the fertility of the soil."

There are moreover, several considerable water powers, on which mills of all kinds might easily be built.

"These are, sir, the features presented by the tract of country situated a few
"leagues south from the river, from which no benefit can at present be derived,
"for want of roads. A few settlers, however, more courageous and more confi-
"dent in the future, have wandered through the forest to this place, which pro-
"mises a bountiful soil, and have commenced some clearing in the expectation
"of a road. Let us hope that their expectation will not be in vain, and that they
"will find there a prosperous and a happy life."

COUNTY OF MONTMAGNY.

Road in rear of St. Pierre.

ANTOINE TALBOT, Overseer.

Balance remaining of appropriation of 1854	£4 6 6
Amount appropriated in 1855	200 0 0
	£204 6 6
Amount paid	200 0 0
Balance remaining	£4 6 6

This road commences at the extremity of the Commissioners' Road at St. Pierre on the south side of South River in the Township of Armagh, and ends at the settlements in the Township of Montmagny.

The proposed length of the road is two leagues and a half, one league of which is practicable for summer, and the remainder for winter vehicles.

Three bridges were built last year, and this year there are seven more to be built, but they will cost very little ;—Mr. Talbot says in his report :

"The lands crossed by this road are in general good and level. The timber is of strong growth, and composed of maple, birch, spruce and cedar; there is also some elm. The lands adjoining are all equally valuable.

"Without this road, it would be impossible to settle the Townships of Armagh and Montmagny. For several years past there are annually exported from the Townships mentioned above, not less than from 12 to 15 hundred thousand shingles. There is also an extensive trade carried on in cedar posts and pickets. The persons carrying on this trade have met, however, with great difficulties, on account of bad state of the roads.

"Seven persons have to my knowledge, taken lots in the Township of Armagh, of whom three took in crops during the last few years; one only is a resident. There are not less than from sixty to seventy families residing in the Township of Montminy, and a considerable number of settlers are but waiting for the opening of the road to settle there.

"There is to be a chapel built here next summer as also a flour mill. There are at present two saw mills in operation.

"The wheat fly has not as yet made its appearance in this District.

COUNTY OF BELLECHASSE.

Armagh Road.

PIERRE DAGNEAU, Overseer.

Amount appropriated	£100	0	0
Amount paid Overseer	£100	0	0

This road commences on the south side of South River, in that part of the Township of Armagh which is situate in the Parish of St. Valier. It has been surveyed over an extent of 8 miles. About 2 miles have been opened. 1½ of which are practicable for summer vehicles.

Of the amount appropriated in 1854, £50 were employed in improving the "Old Commissioners' Road" which leads to this road, and £75 in repairing a steep hill. The cost of this road has been estimated by the Overseer at £130 per mile.

Mr. Dagneau cannot speak to a certainty concerning the lands bordering on the road, but those which he visited appeared to him to be very good and covered with maple, birch, fir, spruce and cedar; and he has been informed that the soil is still better at the terminus of the road. There are several water powers near the road. "The wheat fly, says Mr. Dagneau, has not caused any damage in these parts. All the grain sown has come up, and has given satisfaction to the farmers."

Mr. Dagneau believes that all the lots situated on the road have been taken.

He is of opinion that a further sum of from £900 to a £1000 will be required to complete the road.

COUNTY OF BELLECHASSE.

Buckland Road.

REV. MR. MAILLOUX, Overseer.

Amount appropriated	£250	0	0
Amount paid	200	0	0
Balance remaining	£ 50	0	0

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This road commences at the eighth concession of St. Gervais, and is intended to open a communication between the old and the new settlements of the Colonization Society in Bellechasse, situated in the eastern part of the Township of Buckland, and goes in a straight line to the frontier line, behind the Township of Mailloux, already to a great extent settled.

Three leagues of this road were opened in 1854 of which two miles and twelve arpents have been completed.

The Reverend Mr. Mailloux whose assistance has been of great service to colonisation, and who, in 1854, conducted the works of the road, and at the same time refused any compensation therefor, again this year volunteered to sacrifice his rest, and to endure the hardships of a life in the woods, to assist colonisation which he loves with all the ardor of his well known patriotism.

The following extract from the report which that gentleman was kind enough to send me, will, no doubt, be read with interest:

"The extent of the road completed is about 3 miles and 12 arpents.
"The remainder is only commenced. The most difficult part of the work to be done, with the exception of two cedar swamps, is completed.

"The length of the Buckland road is nine miles.

"The whole extent of the road that is finished comprises about 3 miles and twelve arpents.

"With the voluntary assistance of several inhabitants of St. Charles and St. Gervais, I first laid out the road. That part which is completed was also done by me.

"The part completed is perfectly practicable for summer vehicles. The remainder of the road which is not finished may be travelled by summer vehicles, but with difficulty in certain places.

"It is my opinion, that the cost of the road, exclusive of bridges, will not exceed £130 per mile. I have already had occasion to remark that the first 4 miles were very difficult to make."

"I procured the bridge over the first branch of the River des Abenakis to be repaired for the sum of £3 15s. That over the second branch cost about £22. These are the two largest bridges over the road.

"There are yet four more, of from twelve to twenty feet span, to be built and some others of minor importance. Our Buckland road is able to supply lands, on each side of it, to a large number of settlers. Several have already taken lands. It is wooded throughout its whole extent. There is very fine tamarack, maple, birch and cedar timber, which is well adapted for exportation.

"The Buckland road will be the means of establishing a large number of settlements, both on each side of it, and in that part of Buckland which yet belongs to the Government, and in the Township of Mailloux to which it will lead by the road over the lands already settled, and in which it will terminate. In that part alone of Buckland which belongs to the Government one hundred and twelve out of one hundred and thirty-eight lots which it contains have already been taken, and the greater part of them are being cleared.

"There are already three saw mills and one flour mill built, and a second flour mill is being now constructed.

"The *Fourche du Pin*, and *Fourche du Nord Ouest* in the Township of Mailloux contain several large water powers. The Buckland road is intersected by the two branches of the River des Abenakis which possess considerable water powers, and might supply water to several large mills. There are, besides, several streams and a great number of rivulets, which might supply mills of ordinary dimensions with water.

"I am of opinion, that we would require a further sum of £600 to complete this road.

"Thirty-four settlers reside in Buckland and about the same number in Mailloux. Several more intend building and settling there next summer.

"The wheat fly has not as yet made its appearance in our young colony. The crops are abundant in comparison with the extent of land cleared. Our young settlers are pleased both with the quality of the soil and the fruit of their labor.

"The first settlers are but fifteen leagues distant from Point Levi."

COUNTY OF DORCHESTER.

Frampton Road, Cotes a Mimeau.

REVEREND MR. KERRIGAN, Overseer.

Amount appropriated.....	£100	0	0
Amount paid.....	100	0	0

Mr. Kerrigan, who has devoted himself to the work of colonisation with a great deal of zeal and personal disinterestedness, having sent me a very concise report, I think it my duty to transcribe it here.

FRAMPTON WEST, December, 1855.

"SIR,—I am at length able to send you my Report of the works done during last autumn in the Cotes à Mimeau. The amount appropriated last year was, as you know, insufficient to complete the works intended by the Government.

"The number of the hills and the hard and rocky nature of the land caused it to be a work of more labor than might have been supposed. I have the satisfaction, however, of being able to state that great and lasting improvements have been made, and that the inhabitants of this Township and those of the neighboring one (Cranbourne) can now convey to and from Quebec double the loads they were in the habit of bringing formerly.

"All persons who have passed over these hills, since they have been improved, have been satisfied and surprised at the amount of work performed with comparatively speaking, so small a sum of money. I need not, however, tell you, sir, that this is due principally to the activity I exerted in persuading the people to co-operate with the Government in clearing away those barriers of rocks, which were a serious obstacle to the advancement of this and the adjoining Townships. The inhabitants, I am happy to be able to state, appreciate the benevolent intentions of the Government, and both Catholics and Protestants, have given a great deal of assistance. I must, however, observe, that in order fully to complete the repairs of these hills, a further sum of money will be requisite. There is yet one hill which has not been improved.

"In my last letter, I took the liberty of mentioning, that it was necessary to make a certain extent of bridging, in order to prevent all danger.

"Although not authorised by you, sir, I nevertheless took upon myself the responsibility of having it done. For this reason and on account of my not having made up my accounts in time, I exceeded the amount of the appropriation (£100) by £24 2s. 6d. If the Government grant me this additional expenditure I shall be very grateful to them, if not, I shall be forced to levy it in the two Townships.

"We are all deeply grateful to the Government for the assistance granted us. No public money has been more judiciously expended. If the few remaining hills on the Cranbourne road were levelled, there would be an excellent road from the heights of Cranbourne to Quebec.

"Whatever remuneration you will allow me, I shall be perfectly satisfied
"with. I would not accept of any remuneration this year more than the last,
"were it not that the loss of my horse compelled me to have another."

(Signed,) M. KERRIGAN, *Ptne.*

COUNTY OF DORCHESTER.

Bridge over la Rivière à L'Eau Chaude, in Standon.

JOHN DILLON, Overseer.

Amount appropriated.....	£100	0	0
Amount paid.....	90	0	0
Balance remaining.....	£ 10	0	0

This Bridge, the building of which was superintended with great care by Mr. Dillon, was built by contract by Mr. Stanislaus Gosselin. Judging from the report Mr. Dillon made me of it, it appears to be solid and durable. It cost £86, an amount, which, on reference to the specifications made by Mr. Dillon, to insure the stability of the Bridge, is not exorbitant.

COUNTY OF BEAUCE.

Lambton Road.

LEWIS LABRECQUE and } Overseers.
EDMOND LEUREUX, }

Balance remaining of the appropriation of 1854.....	£ 1	18	9
Amount of appropriation of 1855.....	350	0	0
	351	18	9
Amount paid	344	9	10½
Balance remaining	£ 7	8	10½

I regret very much that I did not receive, as I had a right to expect, from the Overseers, a Report of their operations during last year on this road, which is which is one of the principal thoroughfares of the Eastern Townships. On the 12th December last, Mr. Labrecque wrote to me as follows: "We have repaired more than six miles of the road. I shall send you a detailed statement very soon;" so that it is possible the Report may yet come to hand.

This road begins at St. François, on the River Chaudière, and traverses the Townships of Tring, Forsyth, and part of Lambton. That part of the road which is in the Township of Tring, is, I am told, a verbalised road, and it is a remarkable fact, that in this Township there is the largest extent of bad road. At the time of my visit to the road in September last, it did not appear that the local authorities had caused the road to be repaired, but I was given to understand that they intended doing so in a short time. I am unable, from not having received the Report of the Overseers, to give you the important information which it might have been desirable to give.

There are few places which hold out better promise of success for colonization, than the Parish of St. Vital de Lambton. It is situated on the borders of

Lake St. Francis, which is in itself a small inland sea, containing excellent water and filled with fish. The soil is remarkably fertile, as may be seen by the prosperity which the settlers enjoy. The land has already increased considerably in value, and the farmers now regret that they did not purchase larger tracts of land, when they first settled.

Although about three leagues of the road between Tring and Forsyth are in such a state as to daunt even hardy *voyageurs*, yet, on arriving near Forsyth, it is surprising to see the comfort which prevails amongst the settlers there. Several of them have a large extent of land cleared, and houses and other buildings which shew that the inhabitants have not only all the necessities, but also many of the comforts of life.

Tring and Forsyth being frontier Townships, afford an opportunity for making a comparison, which shews the evils resulting from the system of granting large concessions to people not able to cultivate so large an extent of land.

The Township of Tring was granted several years ago, for the most part, to individuals who have never resided on their lands, and who probably never intend to do so. A few settlers, however, have been able to establish themselves in the northern part of the Township, and to form a Parish there. However, at a short distance from the Church of St. Victor, in Tring, the roads are almost impracticable. Although they have been verbalised, the Municipal laws have been as yet insufficient to reach the proprietors, of whom the majority are absentees, and to compel them to contribute to the repairing of the roads.

On the other hand, the Township of Forsyth, at least that part through which the road passes, was conceded to actual settlers, but a few years ago.

All the aid which the Government has afforded to these settlers beyond Tring, has been to open a road of a few miles (without taking away the stumps). This encouragement, together with the easy terms on which the lands were conceded, has been sufficient to stimulate the hardest farmers to cross the horrid road in Tring and to settle in Forsyth and Lambton, where may now be seen settlements of great value.

The Lambton road, at a short distance from the Church of St. Vital, falls into the St. François road. It is in consequence, one of the most important roads in the Townships, and for this reason should be open within the shortest time possible, and made in a durable manner.

If the Municipality of Tring were to be made to contribute a reasonable sum, the cost of completely repairing the road, which might be done by Government, would not be considerable. The sum of £150 was expended by Mr. Labrecque, upon this road in 1854. Part of this sum was expended in repairing the road, and the remainder in constructing a bridge over the river aux Bleuets.

A like sum of £150 was also expended in 1854 by the late Mr. Rémi Bolduc in building two very important bridges, one over the river called *Le Bras*, and the other over another water course called *Le Bras Ouest*.

COUNTY OF MEGANTIC.

Bridge over the River Osgood, (Craig's Road.)

W. HUME, Overseer.

Amount appropriated.....	£20	0	0
Amount paid.....	20	0	0

This Bridge, for the construction of which the sum of £100 had been appropriated in 1854, could not, however, be finished with that sum of money. It was completed last season in a solid and durable manner.

There are several other bridges on Craig's road which require repairs. There are also several steep hills requiring to be lowered. The Board of Public Works ordered, some years ago, a survey of that part of the road.

According to the information I have received, I think it would be more advantageous to avoid them entirely, by giving another direction to the present road.

COUNTY OF MEGANTIC.

Somerset and Halifax Road.

F. S. POUDRIER and
C. P. DE CHAMPLAIN, } Overseers.

Balance remaining of the appropriation of 1854.....	£300	0	0
Amount appropriated in 1854 to re-build the Bayley Hall bridge, and applied in 1855 to the opening of the above mentioned road....	100	0	0
	£400	0	0
Amount paid.....	377	6	4½
Balance remaining.....	£22	13	7½

This road, commences at the extremity of that to the railroad station at Plessisville, in the Township of Somerset, and terminates at the Gosford road near Lake William, in the Township of Halifax. It is eleven miles in length. It is open throughout, but not very practicable.

This road is verbalised, and ought to be opened and made by certain proprietors whose names are mentioned in the Procès Verbal. The money, however, which was granted by the Government, and laid out by Messrs. Poudrier and DeChamplain, together with the labor of the proprietors, has not been sufficient to finish the road. It should be completed as speedily as possible, as it is of the greatest importance to settlers, in facilitating the access to the lands in the interior. The proprietors who were bound to complete it were not all equally able to work last autumn, in consequence of the heavy rains which lasted for five or six weeks, and destroyed part of their crops. It is probable that in the course of next season they will be able to re-commence their works, and, with some additional assistance, complete the road. Messrs. Poudrier and DeChamplain both agree that the road is very useful, and strongly recommend that it be continued as far as Lake St. Francis, a distance of thirty-two miles from the station at Somerset. The distance from that station to the Lambton road at the head of Lake St. Francis, at the Church of St. Vital is, according to their calculation, forty-two miles. Mr. Poudrier, in his report, makes the following observations:

"As it is often difficult to obtain a grant of money sufficient for the opening of a road, on account of the great number of applications made by different localities, I would suggest that there be a slight increase in the price of Crown Lands, for instance 6d. per acre. With the revenue arising from this increase, it would be easy to raise a fund of more than £4000 to assist the hardy pioneers, who would not fail to settle in these Townships. * * * * *

"There are water powers in the vicinity of this road, and limestone in large quantities.

"What should attract attention, is the richness of the mines called the magnetic mines, which are in Halifax and New Ireland.

"The population has increased this year by more than 256 souls, in the Township of Somerset. A great number of persons come from the banks of the St. C."

"Lawrence, and settle in the neighbourhood of the road. The culture of the lands is progressing rapidly, and there is no doubt that if the Government again affords assistance to the settlers, this road will be of great use, not only to them, but also to the railroad."

Mr. DeChamplain says: "The outlet of Lake William consists of a number of water powers, which if turned to account, would be superior in every respect to those of Magog."

There are copper mines in the Township of Halifax, at a short distance from the road.

"The population of the Township of Halifax at the time of the last census, was 2941. At present it is more than 3,500.

"It is certain that our road has greatly contributed to attract new settlers here who, had it not been for this road, would have settled either in Somerset or Stanfold."

COUNTY OF LOTBINIÈRE.

St. Croix Road.

CHARLES FRANÇOIS DIONNE, Overseer.

Balance remaining of appropriation of 1854.....	£ 8 12 9½
Appropriation of 1855.....	100 0 0
	108 12 9½
Amount paid.....	99 13 0
Balance remaining.....	8 19 9½

This road is a continuation of the St. Croix road from the Quebec and Richmond Railway to the Gosford road, in the Parish of St. Agathe; it is seven miles in length; five miles, five arpents and seven perches were opened in 1854 by Mr. Monfet, and 13½ miles in 1855, by Mr. Dionne.

About two miles are practicable for summer vehicles, the remaining five miles being only fit for sleighs.

In 1854 Mr. Monfet had built seven bridges, which he estimated at about £125 when completely finished. Mr. Dionne built last year four bridges, which cost £17 10s. There are yet two more to be built of forty feet bridging.

There are on this road a great many swamps which it will be necessary to plank.

Mr. Dionne says in his report:—"The lands from St. Agathe to Leeds are of good soil, covered with good timber, and containing water powers. The inhabitants of Leeds and St. Agathe can go to Quebec only at certain times of the year; as soon as the St. Croix road is finished they will be able to travel to Quebec and Montreal at all seasons."

"Settlements have been formed on a large scale on all the line of road opened; and a great proof of this is, that, last year, a splendid chapel capable of containing from 800 to 1000 persons was built in the Parish of St. Flavien. • • • This road would be of great benefit to the Parishes of St. Flavien, St. Agathe, and the Townships of Leeds, Inverness, Halifax, and others."

Mr. Dionne is of opinion that a sum of £1250 is yet required to complete the road.

Mr. Monfet had in 1854 estimated at £755, the cost of completing what then remained to be done.

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COUNTY OF CHAMPLAIN.

Grandes Piles Road.

LOUIS ARCAD, Overseer.

Amount appropriated.....	£400	0	0
Amount paid.....	325	0	0
Balance remaining.....	£ 75	0	0

The projected length of this road is sixteen miles. It commences in the new parish of St. Maurice two and a half leagues to the northwest of St. Marguerite, upon lot No. 21, near the new forges at Radnor. Four miles of the road have been opened, twenty-two arpents already serve for summer travel, and the remainder for winter vehicles. Six bridges have been constructed, costing together the sum of £116.

Mr. Arcand in his report makes the following observations :

"The entire road passes through an excellent soil, with the exception of a swamp. Five or six feet of black earth of the best quality are to be found over its whole extent, which only requires to be drained, to become admirably adapted for cultivation. This swamp is about four miles long, and is traversed by several ridges covered with red and white pine and beautiful tamarack, which would prove very useful in the construction of the road. The road would not cost very much, if the lumber, required for that part of the swamp, were cut and brought to the spot during the present winter.

"Lumber of all kinds and qualities is to be found over the whole extent of the said road. The lands through it road passes, may be cultivated with advantage, and the opening of the road only is needed to cause those persons to flock thither, who sought and applied for it some time past.

"This road will open for settlement a rich agricultural country, including the Township of Radnor, a part of the Seigniories of Cap la Magdeleine and Batiscan, the whole the property of the Government, and a beautiful valley extending from Lake Kaboucheka or Rivière des Envies in the said Seignior of Batiscan, to Long Lake and Mekinac, passing through the Seignior of Anne and Grondines. The inhabitants resident in this district already manifest a reasonable desire to see the commencement of a road, which will secure to them so many and great advantages. I hope the completion of the road will not be retarded by the want either of energy or means. The terminus of this road at the falls of Grandes Piles upon the River St. Lawrence, offers at the present time, advantages to commerce, which the future alone will be able to appreciate. It will be the road for traders and settlers, about to establish themselves on the beautiful banks of the River St. Maurice, inasmuch as it will be a shorter means of communication with the Town of Three Rivers, than any of the roads on the south west side of the River St. Maurice.

"This road begins at a place where there are most remarkable water powers, upon which the new iron-works at Radnor, a saw mill, and a flour mill, are erected. The water power passes through a limestone channel of more than a mile in length and of a height ranging from fifteen to thirty feet, and terminating at the Falls of Grandes Piles upon the River St. Maurice, upon which Falls mills of every description may be erected at a comparatively trifling expense. Iron stone may frequently be met with over the whole length of the road, sufficient in quantity to supply the new furnaces for several years.

"The new parish of St. Maurice in which the road begins, contained ten years ago, about 100 persons, the population is now more than 2,500; and I am of

"opinion, that whenever the projected road reaches the unconceded lands, both in Radnor and the Seigniories before mentioned, the population will increase more rapidly than in the new parish of St. Maurice, for when once the road reaches the Piles, it will, by its perfect level, facilitate the conveyance of provisions between the town of Three Rivers and the navigable part of the Saint Maurice, and open to settlers the fertile country now uncultivated, situated on the River St. Maurice and its tributaries."

Mr. Arcand is of opinion that the sum necessary to complete the road would be from £1500 to £1600.

COUNTY OF BERTHIER.

Brandon Road.

AMABLE JÉTÉ, Overseer.

Amount appropriated.....	£150 0 0
Amount paid.....	128 1 8½
Balance remaining.....	£ 21 18 11¼

This road is situated altogether in the Township of Brandon. It commences in the 4th range at No. 18. Its length is not defined. From the point of departure six miles and a half have been completed, that is to say, five miles in 1854, and one mile and a half in the current year.

The cost per mile was last year £66, this year £55, exclusive of the bridges in both cases. On the whole line as far as completed, there are 'twenty-eight bridges made. Their length varies from four to one hundred and fifty feet. M. Jété said in his report of the works in 1854. "Since the road was opened, a great number of persons have visited the lands adjoining, several have settled on them; a few have settled even on the 11th Range, although the road terminates in the 9th." And he adds in his report for this year that "the soil is stony, but, for the most part, susceptible of cultivation. We find rocks cropping out which are not susceptible of cultivation and, in some places, they are very high." The adjacent lands seem to be of the same character. Where the road finishes, that is to say, a mile above, the land is more level, and lower, to the extent of two miles wide by four or five long.

As fast as the road is opened, the people go forward and blaze the trees, as a sign of occupation; and even two concessions in advance they do this, in order to establish their claims to the land. There are two saw mills on the sixth and seventh concessions, and there is another water power on the eleventh.

There are settlers five or six miles beyond the termination of the road, where it is completed, for instance Mr. Leprohon, and several others, where the soil appears of superior quality. It is desirable that the road should be continued to their clearings. This would require a sum of £250 or £300.

I am acquainted with a dozen of families who have settled on those lots, since the opening of the road.

COUNTY OF ST. MAURICE.

Caxton Road.

LUC GÉLINAS, Overseer.

Amount appropriated.....	£185 0 0
Amount paid.....	61 18 0
Balance remaining.....	£123 2 0

The Caxton road commences from the Shawanegan road, crosses St. Etienne St. Barnabé, and St. Paulin, and ends at the property of M. Joseph Trepanier, in Ste. Ursule.

The projected length is eleven miles eleven arpents. Five miles four arpents were quite completed in 1854, and two miles in 1855. The whole distance is passable for summer carriages.

Two bridges were built in 1854, one over the river Machiche, eighty feet in length, the other over the River du Loup, one hundred feet long. The former cost £60, the other £106. There is still another to be made thirty feet in length, which will cost at least £25.

The following information is given by Mr. Gélinas concerning this road, and may concern the forming of settlements. "The land is level and sandy, but so low in places as to require a timber road. This road leads to all the lumbering establishments on the St. Maurice, to the St. Maurice iron works, to the Town of Three Rivers, and to the settlements of Les Grès and the Township of Shawanegan, in which the soil is well adapted for agriculture. By this road, five or six parishes convey their produce to the lumbering establishments and to the towns. There are three fine mills and rich limestone quarries, on the line, and on and near the River Machiche."

The sum necessary to complete this road, and to make it of suitable and commodious width (twenty-four feet at least, that is to say, twice its present width) is, in my opinion, £300, besides the grant of last year.

"The population of St. Etienne (Township of St. Maurice) is eleven or twelve thousand souls, and that of Shawanegan six hundred, according to the evidence of the Curé who officiates in those two places. The wheat fly has done little or no damage here, during the last two years."

Some suggestions have been made relative to certain changes in the direction of this road and particularly to a hill near the River Machiche which have been considered as deserving of especial attention, and it has therefore been resolved that a part only of the appropriation shall be expended until a new examination of the places shall have been had.

COUNTY OF MASKINONGE.

Hunterstown Road.

P. C. RIVARD, Overseer.

Amount appropriated.....	£65 0 0
Amount paid.....	65 0 0

The commencement of the Hunterstown road is from the front of the Concession called the *Bout du Monde* and its termination is in Hunterstown.

The intended length of this road is six miles and a half, four of which were completed in 1854, sixty-seven and a half arpents have been opened in the present year, of which seven and a half have been quite finished.

In the part of the road which was made last year, five bridges were then built which cost £30, and a scow to ferry over the River du Loup cost £20.

Mr. Rivard asserts, in his report for the present year, that a large extent of land has been bought, cleared, and sown, in Hunterstown.

His estimate of the expense of finishing the road is £200.

COUNTY OF JOLIETTE.

Two Roads in Cathcart.

LAURENT DESAUNIERS, *Overseer.*

Balance of appropriation of 1854.....	£ 50	0	0
Appropriated in 1855.....	100	0	0
	£150	0	0
Amount paid.....	135	0	0
Balance remaining.....	£ 15	0	0

The projected length of these two roads is 9 miles, of which 7½ miles, 5 chains, were completed in 1854; the remainder in 1855.

One of these roads commences in the front of Lot No. 21, in the 4th Range of Cathcart, crosses the River L'Assomption, on Lot No. 27, about the middle of the 8th Range, and ends on Lot 37, in the 6th Range. The other road commences in the front Lot No. 7, in the 4th Range, and ends in Lot No. 13, in the 7th Range. The cost of the road was about £78 per mile, exclusively of the bridges.

Forty-three bridges, each from 8 to 20 feet in length, costing in the aggregate £26 12s. 10d., have been constructed.

Mr. Desauniers is of opinion that a bridge over the River L'Assomption, to cost about £80, would be extremely useful.

"The land," Mr. Desauniers adds, "over which this road passes, is good, although a little stony, the timber is large, and mixed with maple, white birch, beech, pine, hemlock, and cedar. The road north-east of the River L'Assomption, leads to a tract of good land; and if continued two miles further, would greatly facilitate the settlement of that part of the Township. The road south-west of the River L'Assomption, passes over a tract of good land, which extends over the ninth, tenth, and beyond the eleventh range of the Township. It seemed to me that this good land extends quite to the rear of the Township; and that in continuing the road beyond the four miles, great encouragement would be given to the settlement of that part of the Township.

"These two roads afford various advantages to the settler and the trader; enabling the poor man, while establishing himself, to continue his attendance at Church, and to go to the mill and to market. There are three saw mills and a grist-mill in the neighbourhood.

"There are several water-powers on the River L'Assomption and La Rivière Rouge in this Township. I found no trace of iron, or other mineral, nor any lime-stone. The two roads of which I have had the management, are completely finished; but they might, with great advantage, be continued further, that is to say, that on the north-east of the River L'Assomption, two miles, which might

"cost about one hundred and fifty pounds, and that on the south-west, four miles, and this would cost about three hundred pounds."

The population has greatly increased, and the settling of the country has advanced on the line, and in the neighbourhood of the road.

COUNTY OF MONTCALM.

Chertsey Road.

ALEXANDER DALY, Overseer.

Balance remaining of the appropriation of 1854.....	£214	4	7½
Amount paid in 1855.....	10	15	5
	£203	9	2½

This road is situated altogether in the Township of Chertsey. It commences at No. 24, in the 4th Range, and ends in the rear of No. 8, in the 6th Range. Its intended length is about 11½ miles; 3½ miles less 20 chains were opened in 1854.

The length of the two bridges which have been built over the northern and southern channels of the River Lacouareau, is three hundred feet.

The bridge over the River La Fontaine is 120 feet long. Two others, of 50 feet each, have been built over brooks. The cost of the five bridges, built in 1854, was £82 8s. 6d.

Complaints having been made against Mr. Daly, as overseer of the works on this road, they were suspended 24th August, 1854. A departmental enquiry was instituted, to take cognizance of those complaints; but the parties interested having demanded a mode of enquiry, which might afford greater latitude in the accusations to be brought, in the method of defence, and in the production of evidence, the first enquiry was not proceeded with.

Since my last Report, I received notice that the bridge built by Mr. Daly over the River Lacouareau, was not high enough, and that it was liable to be carried away by the river when in flood. After a careful examination made by Mr. Thomas Corriveau, who had been recommended to me by a very respectable person of L'Industrie, it was resolved that, for the greater safety, the planking and the string-pieces of the bridge should be removed and deposited on the land, previously to the thaw. This precaution, the propriety of which was proved by the subsequent rise of the water, was not attended with the good result which had been anticipated. Fire, so common a scourge in the woods last spring, consumed a part of the timber which had been deposited on the bank of the River Lacouareau. The business now is, to rebuild this bridge, and efforts are to be made to get out the necessary timber, before the close of the present season.

As to the quality of the soil and other points on which information is required, relative to the lands adjacent to the road, I take the liberty to refer you to the information contained in the Report made by Mr. Skelly, in the following article.

COUNTY OF MONTCALM.

Second Road in Chertsey.

PETER SKELLY, Overseer.

Amount appropriated.....£100 0 0
 Amount paid.....100 0 0

The road, the works on which have been conducted by Mr. Skelly, commences at No. 28 in front of the first range in Chertsey, and passes in nearly a direct line over the first, second and third, to the front of the fourth range in this Township, where it connects with the road last mentioned. The whole extent of road over these three concessions, except $4\frac{1}{2}$ or 5 arpents has been opened, and is nearly three miles in length. There are still three bridges remaining to be made on this road, which will cost £3.

"The lands over which it is proposed that this road shall pass, says Mr. Skelly, (meaning his own section and that of Mr. Daly,) and those to which it leads, are good and fertile although stony, and well timbered with maple, birch, pine, tamarack, fir and cedar."

Mr. Skelly has not travelled far over these lands, but, as informed by conversations with Mr. Granger, he says "that there are large tracts of land to which this road may open a communication, the timber on which betokens a rich soil."

The description which he gave me of them perfectly agrees with that which he received a year previously from an old hunter.

There are three saw-mills in operation in Chertsey, and a Catholic Church.

"If this road" adds Mr. Skelly, "were completed through the tenth and eleventh ranges of Rawdon, and the bridge over the River Lacouareau rebuilt, the settlers might easily convey their timber on wheel carriages to the Rawdon and Industry Railway."

"At the outlets of Lac Brulé there is also a superb water-power, a quarter of a mile from the second range in Chertsey, on which there is a good saw-mill in operation. This lake abounds with large salmon-trout."

While Mr. Skelly was constructing the road last autumn a large number of Canadian families passed over, on their way to settle on lands in Chertsey; Mr. Skelly considers that the opening of the road was their inducement to form these new settlements.

Mr. Skelly ends his report with this remark:—"There cannot be fewer than 600 souls in Chertsey."

"No damage has been caused by the wheat fly in this part of the country."

The 1st, 2nd and 3rd ranges in Chertsey are settled, and a great deal of land is cleared. Mr. Magloire Granger, who made an exploration in the rear of Wexford and Chertsey, speaks so favourably of the lands which he has examined, that I consider it incumbent on me to repeat, in this second Report, the valuable information which he gives concerning them, in order to bring them within the reach of such as are in search of information relative to the best place for a settlement.

"On 13th December, 1852, I set out from the 6th range in the Township of Chertsey, in the rear of that of Rawdon, bending my course towards the north along the line of Wexford, and found, beyond those two townships, a vast tract of good land, covered with hardwood and other kinds of timber, indicating a good quality of soil. I traced the river Lacouareau to its source. After this, between a large lake of the same name, and the said river, I found a tract of excellent land, about eight miles square, covered with the finest hardwood which can be seen, and suitable for a rich settlement, and, behind this, the shores of the large lake Lacouareau, which are equally well adapted for the purpose."

"I travelled thirty miles beyond the source of the river, and found nothing very promising."

"In returning, I kept nearly on the north-east line of Chertsey, where I found a tract of about twenty miles in length, by about six in width, lying along the course of the river downwards, which would also be an admirable place for a settlement, if a road were opened to reach it."

"The land is not unfavorable for the making of a good road. I do not think that it would cost more than £40 per mile."

"This road would be about thirty miles in length, for the lands which I have just described are not less than twenty-five miles distant from the Townships of Chertsey and Wexford."

"There are many water-powers in the neighbourhood, and several lakes abounding with fish and water-fowl."

"There is also a great deal of large pine of good quality."

"The river is navigable for canoes at all times during the summer season."

"These lands deserve to be explored with greater care and to be made accessible by a good road."

"Whenever, and as fast as the road is made, I am convinced that the land will be taken up, and that a numerous population would soon make it their abode: the rather, as it is not difficult to penetrate to this rich country, still in a state of nature."

COUNTY OF TERREBONNE.

Lac Latruite road and the improvement of *Lac Rond* and *Montagne du Sauvage* Roads.

J. E. LAROCQUE, Overseer.

Balance remaining of the appropriation of 1854 for the above	
three roads.....	£384
Amount paid.....	275

Balance remaining..... £109

The length of the *Lac Latruite* road, as projected, is eight miles twenty-five chains. It commences on Lot No. 2, in the 9th range of the Township of Morin, passes along the north side of *Lac Latruite*, enters the Township of Beresford, in the 3rd range, and terminates at the north-east line of that Township. This road was opened in 1854 to a distance of six and a half miles.

"The *Lac Rond* mountain road" M. Larocque says, "is a cross-road in the 11th Range of the Township of Abercrombie, commencing at the Village of Ste. Adèle, and extending to the main road which passes along the River du Nord."

"The £75 granted by Government for this by-road was expended on sixteen or seventeen arpents of road which passes along the two sides of the mountain. The breadth of this road is from twenty to thirty feet, and it is almost every where ditched on both sides. It is passable for summer carriages throughout its whole length. The soil is very stony, and some boulders were found so large that, in order to obtain the necessary width for the road and render it passable, it was necessary to blast them."

The *Montagne du Sauvage* road is situated in the 10th range of the Township of Morin, from No. 2 (exclusively), to No. 13 in part included, following the Concession line as far as No. 6, and thence crossing the lots in the 10th range.

The length of road made with the £125 granted for the roads in this part of the Township, is from sixty to sixty-one arpents, including the bank of the River Mulet

on No. 2 of the 2nd range, and its width is from twelve to fifteen feet. It is passable or summer carriages.

"The land is very stony and rough; between the two mountains, the soil is a fertile yellow clay, with hardwood. As no work was done on the Beresford roads last summer, they are in the condition described in your general report of the roads, made in the summer of 1854; except five or six arpents of planking, in the 2nd range which was injured by the fires of last spring. The road at this point is therefore hardly passable for summer carriages.

"To complete these roads properly, I think £400 or £500 would be required, unless they were to be narrower than the width specified in the explorer's report.

"The applications made to the Agent for lots in Beresford are one hundred and thirty-four, and the lots actually settled are eighteen; almost all on the road made by the Government, in the 3rd and 4th ranges.

"The wheat fly did great injury to the grain of late years, and particularly in the present year."

M. Larocque does not state whether it was in the old settlements or in the new ones, that the wheat fly did the damage mentioned.

COUNTY OF TWO MOUNTAINS.

Bridge of St. Colomban.

Amount appropriated.....	£200	0	0
Amount paid.....	200	0	0

The Municipality of St. Colomban have procured a plan and specification to be made for the work and material of this bridge, which have been sanctioned by men of experience in this kind of work.

The building of it was given by the Municipality to the lowest bidders, at public competition, for the sum of £285, the Municipality having undertaken to pay the balance of the excess over the appropriation. Security has been exacted from the Contractor, who is to deliver the bridge, for the use of the public, on 1st August next, subject to a penalty in case of default.

Copies of the contract as also certificates and other necessary documents having been transmitted to me by the Secretary-Treasurer of St. Colomban, M. I. Phelan, Esquire, I paid over the amount appropriated to the Municipality.

This bridge will be built over the River du Nord, opposite the by-road passing between the farm of Peter Réopelle, jun., and that of John Macreth, in St. Scholastique, and opposite the by-road passing between the lands of Thomas Grace in St. Colomban.

COUNTY OF ARGENTEUIL.

Road towards Howard (in rear of Lachute.)

ANDREW BOA, Overseer.

Amount appropriated.....	£100	0	0
Amount paid.....	35	0	0
Balance remaining.....	£ 65	0	0

This projected road not having been yet traced, Mr. Boa was appointed to explore and determine the line to be adopted. Mr. Boa acquitted himself of this duty with a great deal of care and ability.

The sum appropriated being insufficient to complete the road, it became necessary to seek the co-operation of the Municipal authorities. Mr. Boa was again so good as to assume the office of making this application to those Municipal Councils which were interested in the opening of this road. The Councils did not approve of the line traced by Mr. Boa, and therefore did not take measures to furnish the amount required to make up the deficiency in the sum necessary to complete the road. On reporting these proceedings to you, I was directed to await the final decision of the Municipal authorities.

Having entertained a hope that the municipal authorities would have agreed to the line traced out by Mr. Boa, I had made an advance of money to that gentleman intending to commence the work without delay. Nothing, however, was done.

COUNTY OF ARGENTEUIL.

Harrington Road.

ANDREW BOA, Overseer,

Amount appropriated.....	£200	0	0
Amount paid.....	200	0	0

The Harrington road commences at the picket which marks the division between Nos. 4 and 5 in the 5th range in Harrington, and ends at the south-east point of Lake Bevan in the Township of Arundel. Eight miles and a quarter have been opened. The whole of what has been opened is only adapted to the use of winter vehicles. Nevertheless, Mr. Boa is of opinion that a careful person might pass over it with a wheeled carriage.

The average cost of this road is £19 7s. 8d. per mile, exclusive of bridges.

Eleven bridges have been built, making altogether four hundred and twenty-one feet of bridging, and costing £40 1s. 9d. The bridges are built to last a long time.

"On the sides of this road", Mr. Boa observes, "from its commencement to the outlet of Lake Joseph, the land is tolerably good, although rather strong. From this latter point to Lake Bevan, the soil is excellent, especially along the stream called Ann's Brook, hardwood generally predominates, although in the valley of Ann's Brook, there is a mixture of Hemlock, fir, spruce, and pine."

On the borders of Lake Bevan, there is a considerable quantity of excellent oak. On the high grounds, the timber is particularly suitable for the manufacture of potash.

Of all the lands over which this road has been opened, it is my opinion that, among the worst, there is not a third which is not susceptible of cultivation. Beyond the terminus of this road, as far as the River Rouge, part of which I visited, and ascending the valley of the River Rouge more than one hundred miles, we find an immense tract of excellent land. This information concerning the lands situated on the River Rouge, I have obtained from different individuals who have travelled through that country, in the service of Messrs. Hamilton, as Timber Explorators.

There are on this road, two good water powers, one on the 4th range, about four arpents from the commencement of the road; the other in the 8th range, about four chains from the bridge over the outlet of Lake Joseph.

On the high lands there is a quantity of limestone; and marble is found on the banks of Lake Joseph.

Mr. Bos is of opinion that a sum of £175 would be required to render that part of the Road which is opened passable for summer vehicles.

COUNTY OF OTTAWA.

St. Andrew Avelin, Rippon, and Hartwell Road.

CHARLES MAJORE, Overseer.

Balance of appropriation of 1854.....£13 0 0

" This road commences at the Church of St. Andrew Avelin, crosses a part of " Rippon, and ends at the Great Lake in Hartwell. The whole length, fifteen " miles twenty-two arpents, was opened in 1854.

" The £13 remaining of the appropriation, has been applied during the past " summer, in making five and a half arpents of planked roadway, in three different " places. By means of this improvement, it is passable throughout its whole length. " The low spots are, however, not sufficiently drained. A bridge, the repairs of " which, including the lowering of the high banks adjacent, are estimated at £40, " and another in Rippon, requiring to be rebuilt, erected formerly by the House of " Gilmour & Co., demand a new appropriation of about £70."

I subjoin an extract from an excellent report made to me by Mr. Majore.

" Throughout its whole length, and to a great extent on both sides of this road, " in its continuation along the shore of Great Lake, to a distance of six miles from " the point to which it is completed, there are large tracts of land which are suit- " able for cultivation; the soil, which is generally light, is covered mostly with hard- " wood. This road has been a means of connecting the agricultural establishments " of St. Andrew Avelin with the vast lumbering establishments of the house of Gil- " mour & Co., to their mutual advantage. The farm produce has been conveyed to the " shanties at less cost, and the manufacture of lumber on the lands belonging to the " Crown has become, and will become more abundant, as it becomes less expensive.

" It has contributed to the rapid settlement of the neighborhood. During the " continuance and after the completion of the work, more than fifty families settled " on the line of the road in the Seigniory of La Petite Nation; fifteen in Rippon on " the Crown Lands; and a larger number which I cannot particularize, in Hartwell.

" The high price of potash in the present year, and the quality of the timber, " which is well adapted to yield it in abundance, have caused a large quantity of it " to be made. This, by the means of transit afforded by a good road, has been " conveyed for exportation to the banks of the Ottawa. This has favored the pro- " gress of the numerous settlers in their designs, and will occasion a considerable " extent of land to be sown in the spring.

" There are on this road portions of low land, which are not of the first to be " taken up, and which will not be taken up, until the clearings shall have augmented " and hastened evaporation, and forwarded the drainage. These low spots are " planked, but are not sufficiently ditched and drained. If they remain as they are, " the planking will soon rot, and the road will in these low places soon get out of " order.

" A sum of £30, once expended, in the work of ditching this road, and throwing " the earth of the ditches on the timber road, and in giving a new direction to the " several small streams which overflow it, will suffice for its preservation, and allow " of its being left, in all future time, to the care of the neighboring proprietors.

" The wheat fly has of late years committed some ravages in the Seigniory of " La Petite Nation, particularly among the wheat which was sown before the 10th " May; but in a much smaller degree than in the District of Montreal."

A new appropriation of £100 would be necessary, in order to complete this road.

COUNTY OF OTTAWA.

Buckingham Road.

HUGH GORMAN, Overseer.

Balance of the appropriation.....	£175	0	0
Amount paid.....	£175	0	0

The point of departure of this road is half a mile northward from the village of Buckingham. It runs northward a distance of 15 miles, follows the east bank of the river *Au Lièvre* as far as the mouth of the *Ruisseau des Prêtres*, turns up the valley of the latter stream, as far as the west line of the township of Portland, and terminates in Wakefield, on the bank of the Gatineau.

This road, as projected, is to be 37 miles in length. Ten miles of it were opened in 1854. It is now open to a distance of nearly 20 miles, that is to say, into Buckingham and Portland. As much of it as is opened may be used with tolerable care for summer carriages. It cost nearly £15 per mile, exclusive of the bridges.

Bridges have been built on that part of the road which is opened; three of these are 18 feet in length and 12 feet wide; the seven others are from 12 to 16 feet in length, and 12 feet in width, and are raised from 5 to 15 feet above flood water.

The cost of these bridges was about £15 each, all of them are built of round timber, but in a substantial manner.

"With respect to the soil," Mr. Gorman observes, "over which this road passes, two-thirds at least are susceptible of a high degree of cultivation; the remainder which is not level enough for culture, is nevertheless capable of being converted into good pasture.

"This remark applies, however, only to the lands in Buckingham, over which this road passes, a distance of eight miles. The 7 other miles, passing along the river in the Township of Portland, traverse a better soil, and land more easy to be cleared. The land which lies between the *Rivière au Lièvre* and the Gatineau is generally excellent. This tract of fertile land is nearly 100 miles in length, and from 12 to 25 in width. It is well watered and almost equally divided by this road which is above mentioned, follows the valley of the *Ruisseau des Prêtres*; a distance of 15 miles. This stream affords a large number of water powers.

"This important tract offers to the settler advantages as great as are found in any other part of Canada."

The population of the northern part of the Townships of Buckingham and Portland has doubled within five years. It is composed of English, Irish, French, Scotch, and Americans, who all live in the greatest harmony. The majority of them came to this place to settle, a few years since, in very middling circumstances, and now enjoy peace and abundance, the natural effects of religion, education, honesty, industry, and a spirit of enterprise.

There are in the Village of Buckingham two considerable saw mills; one of which belongs to Messrs. Thompson & Co., the other to the heirs of the late Mr. Baxter Bowman. These manufacture about 50,000 logs per annum, into boards and planks.

About £250 would be required to complete this road, including the bridges.

COUNTY OF OTTAWA.

Road from Lochaber to Derry.

JOHN CAMERON, Overseer.

Amount appropriated.....	£180	0	0
Amount paid.....	50	0	0
Balance remaining.....	£180	0	0

The report of Mr. John Cameron, not having been in favor of the opening of this road, as I informed you last year, I received your instructions to notify the municipal authorities of Lochaber, that agreeably to their desire, a part of the amount appropriated for the Lochaber and Derry road would be expended in aiding them to construct a bridge over the River Blanche.

I received several documents in October last, relative to the construction of this bridge, and among them a copy of certain proceedings of the Municipal Council of Lochaber, passed at a meeting of the said Council, 1st October, 1855, with the following resolutions:

Moved by Councillor Donald Campbell, seconded by Councillor John McDale, and *Resolved*,—That in as much as the said bridge may now be used for the passage of carriages, and has been nearly completed, under the inspection of Lieutenant Colonel McLean, Simon Pillett and John A. Cameron, Esquires, who were duly appointed to be overseers of the work of building the said bridge; and as money is now necessary to pay the debts contracted for the erection of the said bridge, the Secretary-Treasurer be required to forward a copy of the resolutions to Dr. Bouthillier, Esq., Inspector of Agencies, requesting him to transmit the said amount to D. McCallum, Secretary-Treasurer to the said Corporation.

(Signed,) GEO. W. CAMERON,
Mayor.

(Signed,) D. W. McCALLUM,
Secretary-Treasurer.

Fifty pounds was accordingly paid to the Secretary-Treasurer of Lochaber. This bridge is built over the river Blanche, on a road leading to the rear of the Township of Lochaber, verbalised by the late Hon. D. B. Papineau, as shown in the Procès-Verbal, dated 7th December, 1840.

In a letter dated 2nd February last, the Secretary-Treasurer informed me, that at a meeting holden at Lochaber on 7th January last, the Municipal Council unanimously decided that the balance remaining, from the amount appropriated, would be well laid out if it were applied to the improvement of the following verbalised roads, and in the proportions here recommended:

Brodie's Creek Road.....	£25	0	0
Dent's Road.....	28	10	0
Connought's Bridge.....	30	0	0
Gore Road.....	28	10	0
Opening a road on Blanche Lake.....	5	0	0
	£117	0	0

COUNTY OF OTTAWA.

Templeton Road.

JOHN CULLEN, Overseer.

Amount appropriated.....	£150	0	0
Amount paid.....	145	5	0
Balance remaining.....	4	15	0

The opening of this road which was explored in 1854, by Mr. Kennedy, was commenced only in 1855.

Its commencement is near Perkins' mill in the Township of Templeton, it will intersect the boundary line of Gatineau, near the *Ruisseau du Cup*; its projected length is nearly 24 miles; in all this distance, Mr. Kennedy found only one swamp, 28 perches in width.

Mr. Kennedy is of opinion that the land adjacent to more than 17 miles of the length of this road is well suited for the formation of settlements. Hardwood predominates.

Mr. Cullen who opened the road confirms this account, and adds, that there are three water powers on the line within a few miles distance of each other.

There is lime stone in several places.

The wheat fly did no injury in this district.

Mr. Cullen is of opinion that £285 would be required to complete this road (as a winter road) exclusive of the bridges. He thinks that the population has increased by one-tenth within the year past.

COUNTY OF PONTIAC.

Road from Bristol to Thorne.

THOMAS CORRIGAN, Overseer.

Amount appropriated.....	£200	0	0
Amount paid.....	200	0	0

This road commences at the front picket between Lots 1 and 2 in the 6th range of Bristol, and terminates in front of Lot 20, in the 5th range of Thorne.

Mr. Corrigan opened 15 miles of this road, adapted to the use of winter carriages only. In Bristol 2½ miles were opened, 1½ miles between Bristol and Clarendon, 6 miles in Clarendon, and 4½ miles in Thorne.

The cost of the road was £13 16s. 8d., per mile.

The land is well adapted for settlement.

Mr. Corrigan holds that this road ought to be continued, and adds, "that there are many water powers, and much lime stone in the neighbourhood."

His estimate for the work remaining to be done is £100, without including the bridges.

COUNTY OF PONTIAC.

Calumet Road to the River à la Loure.

THOMAS WILSON, Overseer.

Balance remaining of the appropriation of 1854.....	£277	8	11
Amount paid.....	172	17	2

Balance remaining.....	54	11	9
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This road commences at the River Ottawa near Brizard's house, opposite the Church at *le Calumet*, and ends at Lake *à la Loure*, at the dépôt of Messrs. Gilmour & Co., a distance of 20 miles. Mr. Wilson having failed to answer my circular, I have no information to add to that which I had the honor to give in my last report. This road and the land which it traverses presenting important advantages, I here transcribe in the absence of better information, that which was given in my report of last year.

To the length of road opened in 1854, must now be added 10 or 12 miles more, supposing that the road has been opened for the same sum per mile as last year.

"This road passes over a part of two concessions in Litchfield, intersects the whole Township of Clarendon and a part of Thorne. It is open as a winter road for 12½ miles. Its average cost was £16 per mile exclusive of the bridges. It passes over land of good quality, sometimes light, sometimes a strong clay. Fine hard wood and pine are found in the neighborhood. At the extremity of a branch of this road, which has been explored to the westward, there is a considerable tract of excellent land. This road passing over a tract of unsettled land, in rear of land which is well settled, will be a great advantage not only to the inhabitants of the rear of Clarendon and Thorne, but it will also be favorable to the settlement of the lands behind. There are water powers in the neighborhood of this road, and also near the branch road above mentioned."

COUNTY OF PONTIAC.

Calumet Road to Fort William, (on the River Creuse.)

J. BTE. POUPORE, Overseer.

Balance remaining of the appropriation of 1854.....	£386	6	4
Amount appropriated in 1855.....	150	0	0

Amount paid.....	£486	6	4
	326	1	11

Balance remaining.....	160	4	5
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This road extends from the head of the Calumet, in the Township of Litchfield to Fort William on the River Creuse, in the Township of Sheen. Its projected length is 49 miles, 31 of which were opened in 1854, 11 may be travelled over in summer vehicles.

The sum of £386, was expended by Mr. Poupore in 1855.

The report which I have received affords me no exact information relative to the nature and extent of the workdone by Mr. Poupore last year. Nevertheless,

several respectable persons have certified that they are perfectly satisfied with the manner in which he conducted the undertaking.

In the absence of other information relative to the advantages in aid of the settlement of the country, likely to result from the opening of this road, I here insert a few remarks from my last report: "The road crosses the Townships of Litchfield, Mansfield, Waltham, Chichester and Sheen. The soil is in general alluvial, mixed with sand and gravel, sandy in some places."

"The sub-soil, according to the report of Mr. Poupore, is a clay. It seems that in the back country, is a considerable tract of land suitable for cultivation. There are limestone quarries in Litchfield and Mansfield, and good water powers on the River Coulonge or Black River on the Nekabo stream and in Chichester, where Mr. Poupore himself has saw-mills.

In these localities we find traces of lead and iron.

COUNTY OF NICOLET AND ARTHABASKA.

Aston Road.

JOSEPH PRINCE, Overseer.

Amount appropriated.....	£200	0	0
Amount paid.....	174	2	6
Balance remaining.....	£ 25	17	6

The commencement of this road is on the twelfth range in Aston, between lots 15 and 16. It passes over a part of the Township of Aston, the augmentation to Aston and the augmentation to Bulstrode; and it will be a channel of communication between the Parishes on the south side of the St. Lawrence, opposite to Three Rivers, and the Railway Station at St. Christophe d'Arthabaska. Its length is about 27 miles.

Twelve miles of this road was opened in 1854, and six miles and a few arpents in the present year. The whole distance opened is passable for summer carriages and the remainder of its projected length for winter vehicles. In its entire length there are 18 bridges perfectly finished. None remain to be made.

The lands over which this road passes, as also those to which it leads, are generally good and well adapted for profitable settlement. Timber suitable for exportation abounds, both pine and tamarack. We find several water powers, and there are a ready six saw-mills situated on lands adjacent to the road.

In the fourteenth range in Aston there is good iron ore. A large number of young persons have begun to clear lands on the line of road, and in the neighbourhood. There are already thirteen families settled and resident.

Mr. Prince supplied to me in his report of last year, information so interesting relative to the tract intersected by this road, that I consider it may be useful to repeat it, in this my second report.

"On each side of the road as it is traced out," observes Mr. Prince, "in the twelfth range in Aston, lies a considerable tract of land of excellent quality, on which we shall shortly see, if the road is made, a great many flourishing settlements."

"On the right, as we ascend, is a level Country, (*savanne*) covered with red tamarack before mentioned, and of considerable extent. The soil is of the first quality, and easy to be drained into a creek of some size which crosses it, and which, though running on a level, seemed to me to have a rather rapid current.

"Moreover, a proof that the *savanne* is easy to drain is this, that after the heavy rains which we have had this autumn, a pole can be pushed to any depth in the soil without finding ice under the snow. To the left of the track ascending, the ground on three lots, is a little higher and covered with mixed wood, pine, hemlock, hard-wood, &c.; in rear of these three lots, the ground is lower as far as the boundary line of Bulstrode; here is another *savanne* of superior quality as to the soil, and the wood, ash, elm, cedar, &c. This too might be easily drained by the River Blanche at the head of which it is situated.

"Ascending the 18th range, I followed the same direction, still keeping the lateral boundaries of lots 15 and 16. First we found a grove of pine mixed with a few hemlock, tall and well grown, and in three acres magnificent hardwood which continues without much change three or four acres into the 14th range. This hard wood extends to the right as far as No. 20. (It has been explored no further.) Here the wood is free from branches and straight. The researches which I made, convinced me that the soil is not rocky.

"Still following the same direction, and on the same description of soil, about eight arpents further, I crossed the great line which separates the Township of Aston from the Augmentation to Bulstrode, about the middle of the eighth range of the said Augmentation. Here we found ourselves on a slight elevation covered with fine hardwood, beech, birch, and maple, the latter especially in great abundance.

COUNTIES OF ARTHABASKA AND WOLFE.

Chester, Ham, and Wolfestown Road.

P. N. PACAUD, }
J. BTE. DELISLE, } Overseers.

Amount paid out of the balance (£701 3 11½) remaining of the appropriation of 1854 and out of the amount (£2,000) of that of 1855, both appropriated for the making of roads in the Eastern Townships.....£1616 0 0

This is a continuation of the Megantic road, and it must be considered as one of the most important in the Eastern Townships, opening a direct communication between the Railway in Arthabaska and the settlements on the Megantic and St. Francis roads.

It commences on the Craig road at a point which is 24 chains and 67 links from the *Ruisseau Poudrier*; crosses the Township of Chester in the 9th and 10th ranges, and thence follows the line dividing the Townships of Ham and Wolfestown, until it falls into the Gosford road.

This road, 17 miles in length, was opened in 1854, throughout its length as a winter road.

In the course of last season, 8½ miles were made passable for summer vehicles. The bridges, which are built in a most substantial manner, are completed on the whole length of the line, except a few unimportant ones. They are 21 in number.

The planked roadway of these bridges has an aggregate length of 1823 feet. The 21 bridges cost £911 10 0. The side rails on 19 of these bridges are still to be made.

Two of them were more expensive than the others, not only on account of their length, but particularly on account of their height; one, No. 6, measuring 16 feet in height, and another, No. 15, being 13 feet high.

"Notwithstanding all the precaution "observe Messrs. Pacaud and Delisle, "which we took to prevent an accident, a sudden rise of the water destroyed wor

"and timber to the value of £20. The same flood also carried away and entirely destroyed a saw mill, which had withstood the spring freshets. As a set off however against this calamity, we acquired an exact knowledge of the height to which the water rises, and this will explain the increased length which we have given to the bridges, beyond what was specified in the report furnished by one of us, 22nd July last. It is now a matter for enquiry, whether we have built them with a strict regard to economy, and whether their substantial construction is a sufficient assurance against the accidents arising from floods, ice, timber, &c.

"With regard to the economy it cannot be established in a plainer way than by a comparison of the cost of these bridges with the cost of those which were built by Messrs. Coulombe and Garneau, as shewn in a statement inserted in last year's report."

As to the solidity of construction, my own examination of them has convinced me that no pains have been spared to secure that end.

The soil throughout the whole extent of this road, except one mile, is good, being a grey or a yellow loam. Small patches of swampy ground (*terre noire*) are, however, met with in low situations.

The timber is large and fine, maple, ash, hickory, and basswood, are abundant.

"This road, Messrs. Pacaud and Delisle allege, is favourable to the settlement of the country, affording to the settlers easy means of proceeding to a vast extent of fine lands, in the Townships of Chester, Tingwick, Ham, and Wolfestown. It gives also important advantages to the Townships of Garthby, Weedon, Stratford, Wurton, &c. &c., and easy access to the Quebec and Richmond Railway."

Messrs. Pacaud and Delisle inform me, that since the opening of this road, 66 families have settled in that part of the Township of Chester lying between the Craig road and the line of the Township of Ham; in the Township of Ham 40 families, and near this new road in the Township of Tingwick, 25 families, making 131 families who have settled on this road and the parts adjacent, within a little more than a year. A considerable number of persons have, moreover, signified their occupancy by pickets which they have planted. Two stores have been opened on the road. Three mills and a pot ashery have been built. The pot ashery belonging to Mr. James Goodhue, a rich storekeeper of the Eastern Townships, has proved extremely useful to the settlers. Mr. Goodhue manufactured more than 100 barrels of pearlash in the last season; and would have made much more, if the greater part of the population had not been employed on the road work.

"We are informed," say those same gentlemen, "that steps have been taken to obtain a post office on this road."

Although the opening of this road for winter carriages in 1854, and for summer vehicles in 1855, dates not more than about a year back, the population has so increased that the building of a chapel has been commenced.

According to the report of the Overseers, what remains to be made of the road, $8\frac{1}{2}$ miles, might cost from £125 to £135 per mile, including the blasting of rock and the finishing of the bridge; that is to say £1100.

When I visited this road, about a foot of snow had already fallen in that part of the Country, so that it was impossible for me to judge how the road had been made. I saw enough, however, to satisfy myself that it was in some places not wide enough, and that it would be necessary to widen it there, as soon as the season should permit. Excepting this inconvenience, which occurred through a misunderstanding between the overseers, I have reason to believe that the work of the road has been as judiciously and carefully conducted as the works of the several bridges undoubtedly were.

COUNTY OF WOLFE.
Repair of the Gosford Road.

ISRAEL RICE, Overseer.

Amount appropriated.....	£50	0	0
Amount paid.....	45	0	0
Balance remaining.....	£5	0	0

The length of road requiring repairs in the Townships of Ham, Garthby and Wolfestown, was 23 miles. Of this distance, 16 miles were partly repaired in 1854.

In 1855, Mr. Rice expended £45 on the same road. In addition to this, the inhabitants contributed voluntarily 39 days' work; these of South Ham 46, and those of Garthby 4, to aid in repairing the road.

In the report sent to me by Mr. Rice, he has omitted to mention the length of road improved by him.

It may be useful to remark in this place, that it is in South Ham that Chromic iron is found in abundance, as we find stated in the report of Sir William Logan, the Provincial Geologist for 1849 and 1850.

COUNTY OF WOLFE.
Weedon and Garthby Road.

J. E. COTÉ, }
H. A. WATIER, } Overseers.

Amount appropriated.....	£200	0	0
Amount paid.....	190	7	6
Balance remaining.....	£9	12	6

This road establishes a communication between Weedon and Garthby. It commences at the angle of the Megantic road between lots 47 and 48, of the Township of Garthby, and is continued to the first settlements in Weedon. Its length is 4 miles and 3 chains. It is open as a winter road throughout its whole length. Its breadth is 15 feet. Two bridges have been built on this road; one, 185 feet long, cost £18; the other, 72 feet long, cost £13.

Previously to the opening of this road, the conveyance of loads between Sherbrooke and the Townships of Garthby and Stratford was effected with some danger by Lake Aylmer, which is not always navigable, or by the Gosford road, which is objectionable on account of its great length.

Messrs. Coté and Watier say that "the soil over which this road passes, is of a "rather inferior description, except half a mile at each extremity of the road, "where it is of superior quality.

"The most ordinary kinds of timber found are pine, cedar, tamarac, and spruce.

"Weedon, which is at one extremity of this road, is the finest of all the Townships in this vicinity, and the best adapted for settlement, both on account of its "soil and the advantages afforded by the timber. This would suffice for the maintenance of the settler, by its conversion into potash."

There are several water powers in Weedon and Garthby, on which there are already mills in operation. Limestone abounds in Garthby.

According to the report of Mr. Cote, the population has increased, in the neighborhood of the road, by fifty families, within the year.

It would seem, by what Messrs. Cote and Watier observe, that the wheat fly has done some injury in Weedon, but not in Wotton.

It is supposed that £400 would be necessary to complete the road.

COUNTY OF COMPTON.

St. Francis Road.

J. BTE. COULOMBE, } Over
EUCHER ARCAD, }

Amount paid out of the balance (£701 8s 11d) remaining of the appropriation of 1854, and out of the amount (£2000) of that of 1855, both sums appropriated for the making of the roads in the Eastern Townships...£348 4 0

The St. Francis road extends from Lambton, at the head of Lake St. Francis to the British American Land Company's settlements. Its length is 18½ miles. It is part of the grand line of communication between the old parishes on the River Chaudière and the District of St. Francis.

The Company will make that part of the road which is in Lingwick. 8 miles 16 arpents of the St. Francis road were made in 1854; other 4 miles 20 arpents, made towards Lingwick, can be used only by winter vehicles.

Although these 8 miles 16 arpents are passable for summer vehicles, that distance is not completed; and it is in the completion of this work that Messrs. Coulombe and Arcand have been engaged.

When I visited this road in the course of September last, the works were advancing in a very satisfactory manner; but as I have received no answer to my circular from Messrs. Coulombe and Arcand, I am not able to give the details of what they have done.

The land over which that part of the road passes, which has been improved by Messrs. Coulombe and Arcand, is of excellent quality. The high lands are covered with maple, birch, elm, ash, and other timber. On the lower grounds we find pine, tamarac, spruce, and cedar. Several stores have been already opened at Bruceville, the centre of the Township of Winslow, on the St. Francis road. There are four water powers in the environs of this road, on different branches of the River Felton.

With respect to that part of the road which lies between the dépôt (Bruceville) and Lingwick, I had directed the overseers as soon as the part of the road between Bruceville and Lambton should be completed, to inform me whether the Land Company had commenced their works in Lingwick.

On 17th October last, as the Company had not commenced the works, I proceeded to Sherbrooke to confer with the Commissioner on the subject of this road. Mr. R. W. Heneker, whom I found at the Land Office, informed me that the Company had made arrangements with the local municipal authorities, to secure the opening of the road, but that as the season was then already far advanced, and as the rains had been very heavy, it would be more advantageous to defer the work till the following spring.

There was not, in truth, any urgent reason why the opening of this road should be hurried in so unfavorable a season, one of the most rainy ever known.

The difficulty of finding men, at that time, to work in the woods, and the increased expense occasioned by the short days, induced me to desire that the work in question might be put off, and I accepted Mr. Heneker's proposals.

It is understood that the work is to be resumed, as soon as the season shall permit.

COUNTY OF COMPTON.

Megantic Road.

BERNARD GARNEAU, }
J. T. LEBEL, } Overseers.

Amount appropriated.....	£1000	0	0
Amount paid.....	849	11	9½
Balance remaining.....	£150	8	2½

The Megantic road commences at the Gosford Road, near Lake Nicolet, and terminates at the river Chaudiere, near Lake Megantic. Its length is thirty-seven miles. Nineteen miles were opened some years since by Mr. Arcand, in the Township of Garthby, Stratford and Winslow; four miles were made in 1854 by Messrs. J. B. Coulombe and B. Garneau; and five miles in 1855 by Messrs. Garneau and Lebel. This road, twenty-eight miles in length is passable for summer vehicles. Besides this, three miles have been opened and are practicable for winter vehicles only. The cost of the road as far as it is completed and passable for summer vehicles, has been nearly £150 per mile, and the three miles opened as a winter road only, cost only £20 per mile.

A bridge over the River Garneau, thirty-five feet in length, with abutments on each side, seven feet high, cost about £26, including the hill on the north-west side. Another is to be made over the River Lebel, which will cost about £15. About £10 has been already expended, in preparing the timber necessary for this bridge.

The land over which this road passes is partly covered with soft wood, but the land adjoining on each side, abounds with hardwood, and is of excellent quality.

There is on the River Garneau, about seven arpents from the road, a very valuable water power.

I have much pleasure in transcribing here, an extract from the interesting report addressed to me by Messrs. Garneau and Lebel.

"The settlements have made rapid progress in the Townships of Stratford and Winslow: in the latter particularly, in which more than fifty families have come to reside, since last year. There is no doubt that, when the Megantic Road is completed, it will in a short time be inhabited on both sides by industrious settlers who will improve the valuable lands adjacent to Lake Megantic. We are able already to announce that a considerable number of Scotch and Canadian families are waiting for an opportunity to establish themselves there.

"You are already acquainted with Garthby and Stratford; our hardy Canadians still continue to invade the forests of these Townships, with profit to themselves; and there is no doubt that the progress made here is due to the easy mode of communication which has been opened by Government.

"We have the wheat fly, but not to the same extent in all our Townships.

Notwithstanding the harvest almost entirely failed this year, through the heavy frosts of the month of August, the settler finds a supply for his wants in the making of potash salts now worth from 20s. to 22s. 6d. per quintal.

In this respect the inhabitants of the Townships have been more fortunate than those of the old settlements in which the frost committed the same ravages, from the lower part of the District of Quebec to Montreal. In these latter, the clearing of wood lands, and the conversion of the timber into potash salts, did not afford the same valuable resources which are found in the bosom of the forest. Messrs. Garneau and Lebel are of opinion that the sum of £1,700 more, is required to complete and continue this important road to the River Chaudière.

COUNTY OF SHEFFORD.

Graveline Road.

FLAVIAN BLANCHARD, Overseer.

Amount appropriated	£100	0	0
Amount paid	100	0	0

The commencement of this road is in No. 11 in the 9th range of Ely to the north of the Black River near Graveline's mills, and takes the direction of the Village of Roxton. Its length is four miles. It is not completed, but can be travelled over by wheeled carriages, with light loads.

It cost on an average £25 per mile, including five bridges which have been built. The land intersected by this road, and that adjacent, is of good quality.

The timber is fine; the hardwood, tamarac, and other wood suitable for exportation are of large growth.

Several good water powers, and a slate quarry have been found near the road.

GENERAL OBSERVATIONS.

To the Honorable

Joseph Cauchon,

Commissioner of Crown Lands,

&c., &c., &c.

SIR,—By the statement of accounts and the table above given, and which I have the honor to submit to you, you will perceive that the amount disbursed by me, to the overseers of the work from the date of my report of 25th February, 1855, to this date, is £12,051 10s. 9d.; that of this, £6,853 10s. 7d., was a balance remaining in my hands at the time first mentioned; and that £7,251 15s. 1d. therefore remains to be expended of the appropriation made to encourage the settlement of the country, in 1855.

There are several reasons why this sum of £7,251 15s. 1d. was not expended, during the past season.

1st. In some cases, the roads could not be opened for want of previous exploration.

2nd. In others, the explorations made gave us satisfactory results, and were followed by claims, of which several are still under consideration.

3rd. In several other cases, in which, either for the completion of a road, or for its future maintenance it was necessary to have recourse to the assistance of the municipal authorities, their co-operation was either not to be obtained at the suitable moment, or not to be had at all.

4th. On certain roads, the works were suspended either because complaints were made against the management of the Overseer, or because certain of them failed to conform to the general instructions.

5th. Lastly, the extraordinary and continual rains which commenced at the close of September last, and fell incessantly till the beginning of winter occasioned frequent interruptions in the work, and even caused it in some instances to be entirely suspended.

In the course of the past season, 242 miles of road were opened, of which 161 are suitable for wheeled carriages, and 81 for winter vehicles only.

28 miles of old road were repaired.

Bridges were erected having a length of roadway of 8763 feet, and costing £3482 16s. 10d.

The 242 miles of road inclusive of the bridges, cost from £49 to £50 per mile, estimating the cost from that sums paid the overseer; but some balances, of which I have not hitherto been able to ascertain the exact amount, remaining in their hands, being deducted from the aggregate, it is probable that the average cost will not exceed £48 per mile.

I have great reason to be satisfied with the zeal and alacrity which all the persons who have co-operated with me in the work of promoting the settlement of the country, have evinced in the discharge of their laborious duties, duties which the majority of them assumed purely for the purpose of becoming generally useful to their country, and particularly to that part of it which has been the scene of their labors.

Not laymen only have assumed the direction of the works; several members of the clergy, after having by their exhortations encouraged our citizens to form settlements in the heart of our beautiful forests, have placed themselves at their head, and aided them with their hands in their first toil.

We have a grateful recollection of the patriotic efforts made a few years since, by the Reverend Messrs. Mailloux, Hebert, and Boucher, in favor of the settlement of the Crown Lands in the lower part of the District of Quebec, and by the Reverend Edouard Chabot, in the District of Three Rivers. In the past year, the Reverend Messieurs Mailloux, Kerrigan, Richard and Paradis, have again given their valuable services a tribute to our country.

Although I have in nearly all cases found a ready desire to promote the progress of settlement there were a few instances in which important works could not be commenced.

The projected road from Ely to the Railroad in Durham, as also the Howard road, in rear of Lachute, are instances of this kind.

In these two cases, the appropriations being insufficient for the completion of the road, it became necessary to apply for the co-operation of the several municipalities, with a view to obtain from them the means for their completion. In both cases several Municipalities were concerned in the opening of these roads, each having its own separate and distinct interest in the direction which they were to take; and from this cause arose differences of opinion which have not yet been reconciled, and which delay the opening of the roads in this vicinity.

In the case of the St. Hélène Road to Lake Pohenégamook a difficulty has also arisen which is not less serious. This road has been opened in the Township of Bungay, but in order to connect it with the roads already opened in the neighbouring seigniori (that of L'Islet du Portage.) there is a mile to be done.

The Overseer, Mr. Joseph Roy, was desirous in pursuance of his instructions of commencing his work by the opening of this important part of the road, but was prevented by the proprietors. Thus this mile has remained unopened, an impediment to the junction of the seignior road with the eight miles opened in Bungay.

In the recital of these facts I take the liberty to request that you will inquire whether it is not expedient to make provision against the recurrence of delays, in the prosecution of the works to encourage settlers, from such causes.

Adding the length of road, made in 1855, to that made in 1854, we have an aggregate of 584½ miles of new road opened, and of 196½ miles of old roads repaired, since the Government caused the works to encourage settlers to be commenced. I have to say, within two years.

Works so important, so considerable, executed simultaneously in all the different parts of the Province where there was a prospect of advantageous settlement, have produced corresponding effects.

Immigration into the Townships has proceeded with great rapidity, particularly within the last year. Although I have been unable to ascertain, even by approximation, the increase in the population in those localities, and cannot therefore give you any return concerning it, you may nevertheless, by reference to the several reports which I have had the honor to make to you relating to the different roads opened in 1855, satisfy yourself that the movement of our population to the new lands in Lower Canada has made considerable progress.

In the extract from the Report of the Rev. Mr. Mailloux, cited in the report of the "Buckland Road" you will notice, among other observations of that gentleman, the following: "In the only part of Buckland which belongs to the Government, 112 lots, out of 118 which it contains, are already taken up, and the greater part of them under the axe. Three saw mills and a grist mill have been built."

Mr. Nicolas Boucher, in his report on the "Mont Carmel Road" says "the population is rapidly increasing in the neighborhood of the roads now being opened."

According to the Report of Messrs. Pacaud and Delisle, 181 families have settled in the neighborhood of the Chester road, the opening of which dates no further back than 1854, and a half of which is still to be done.

"The settling of the lands in Stratford and Winston" say Messrs Gameau and Lobel "has made rapid progress, particularly on this road, where fifty families have settled within the last year."

I might multiply quotations of this kind; but nothing can better prove the amount and the rapidity of the progress of the Townships than the different tables and other information which I have procured from the Roman Catholic and Anglican Bishops of Lower Canada, and which I insert at the end of this report.

By examining these documents you will see that the number of Parishes and Missions established in the Eastern Townships, in which there are churches and chapels built are:

Of the Roman Catholic Church	45
Of the Anglican Church	30

Churches also exist of other denominations, the number of which I am not acquainted with. In Winslow, which is one of the Townships in which new settlements have been formed, a Presbyterian church has been recently erected, and it is satisfactory to be able to state that there, as elsewhere in Lower Canada, the best understanding exists between the French Canadians and their fellow countrymen of different origin and religion.

The first settlements in the Eastern Townships took place a short time after the first American war about seventy-five years ago—four U. E. Loyalists and other American citizens were the first settlers. The Craig Road one of the principal roads in these townships was constructed in 1810. Several other roads were subsequently opened by the former Legislature of Lower Canada. The progress of agriculture and commerce however was but slow, until the Land Company called the British American Land Company, formed about twenty years ago, opened several roads which were of great utility to the localities through which they passed, and in which the Company was more or less interested.

With the exception of the places over which the operations of the Company had some influence, the Eastern Townships, with but few exceptions, remained in a stationary condition. But within the last few years only, during which the press has drawn public attention to the magnificent forests and soil of these townships, and more especially since Government has begun to open roads, population is flowing in to a degree exceeding all expectation.

The value of property has already increased to an important degree. At the present time, men of influence and capital are of opinion that no where can labour be expended and capital invested more advantageously than by the purchase of lands in the Eastern Townships.

In many places, which are without doubt the favorite places, but which are tolerably numerous nevertheless, five, six, seven and even fourteen dollars per acre, have been offered and refused for timbered lands in the Eastern Townships.

There is nothing surprising however in this increase in the value of property, when in the State of New York the same description of property is sold as high as eighty dollars the acre, in Upper Canada at forty dollars an acre, and in some of the Seigniories of Lower Canada as high as thirty-three dollars an *arpent*, which is one fifth less than the English acre.

The price at which Government lands are sold in the Eastern Townships, coupled with the opening of roads is a potent inducement to the settler to settle upon lands, which from day to day become more accessible. One of the principal motives however, which should induce settlers to establish themselves in the Townships, is the well founded prospect of being able to form advantageous settlements for themselves and their children.

There was a time when it was only a poor man who would resign himself to a life in the woods, now however ideas are changed, many farmers living in comfortable circumstances in the old Parishes, sell their lands in order to acquire new property in the Townships.

By means of a sum of £30 paid in five annual instalments, a settler becomes the proprietor of a Lot ten arpents in front by twenty-eight in depth, equal almost to four ordinary farms of two arpents in front by thirty in depth. Experience has shewn in many instances that when the timber is suitable, the settler by converting it into potash, has supplied the wants of his family. If to this he is able to add a crop, derived from a few arpents of new lands, he has then more than enough.

Supposing now that a settler instead of being reduced to the labor of his own hands alone, is able to employ twelve men during the three months of March, April and May, he will have expended from £130 to £180, but he will be able to sow enough new land, to repay his outlay in the very first year, and will also have cleared a sufficient extent of land for all his future requirements.

Were he to convert his wood into salts of potash, or what would be still better, into potash or pearlash, the clearing of his land would cost him little or nothing, according to the value of these articles of commerce, at the period of his operations.

In the United States and in Upper Canada, the cultivation which pays, and which stimulates trade, is that which is generally carried on upon new lands. Flour, grain, corn, all comes from the West, that is to say, all comes from lands which are still more or less new. New England notwithstanding the vaunted industry of

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its inhabitants, cannot by its own agriculture support its population. The people procure their breadstuffs from other places. The new lands constitute the prosperity of the United States and Upper Canada; the Townships of Lower Canada await but labor and capital to do the same.

No farmer is ignorant of the fact that one arpent of new land often produces from 15 to 25 minots of wheat, that is from 20 to 40 dollars; now in hard-wood lands the clearing of one arpent of land, without manufacturing the timber into salts of potash, seldom costs more than from 10 to 15 dollars. But the success which has already attended the settlers themselves in the townships, affords much stronger and more convincing proof than any figures would convey, and no person visits the new settlements without coming back convinced of the advantages and progress of the settlements.

I have taken advantage of my intercourse with the different overseers of works to make enquiries respecting the ravages of the wheat fly, and it appears evident, from the information which I have been able to procure, that the first crops of grain, obtained from lands which have been recently cleared and are surrounded by forests, are not damaged by this insect.

The knowledge of this fact which appears to be well founded and easy of explanation, is of the highest importance to the farmer or the capitalist who may be desirous of clearing lands on a large scale, and sowing them in the course of the same year.

It is a point worthy of remark in the returns made by the Catholic Bishops that the greater number of the parishes or missions which now exist in the eastern townships have been established within the last two or three years.

In that part of the eastern townships which is situated in the District of Quebec, the oldest Catholic Parish dates only from 1848.

The same has been the case in the District of Three Rivers, in which, with the exception of Drummondville, established in Grantham at the close of the last American war, for the most part by disbanded soldiers, all the parishes or missions are of as recent formation as those before mentioned.

In the Diocese of St. Hyacinth, which contains fifteen of these parishes or missions in the Eastern Townships, there are eleven, the oldest of which has existed hardly four years.

In the foregoing remarks, I have referred more particularly to the Eastern Townships, because settlement is there progressing on a larger scale, and the population is in many respects more contented.

The special reports which I have the honor to submit to you, with respect to each road in particular, will prove to you that in more than one locality the inhabitants have displayed great energy and industry and have obtained well deserved success.

I cannot conclude this report, without again calling your attention to the important increase continually accruing to the value of real property in general, and to the effect which it has, more particularly in the Eastern Townships. Large tracts of land have been there granted by the Government to certain individuals, who, from the period of their becoming proprietors, have themselves made no improvements whatever, either by clearing or by works of public utility. The aversion to taxation which has always been manifested by the resident settlers, and the opposition which they continually offer to any description of land tax, is the highest encouragement to absent proprietors to consider their property as a means not of present, but of future advantage. And now that the Government is expending capital in the opening of roads, some of which absolutely pass through the lands of these great proprietors, it follows as a consequence that, calculating upon the continual increase in the value of their property, they either refuse to sell, or ask an exorbitant price for them.

The only remedy for these abuses would be to levy a tax upon such lands for the completion of the roads opened by the Government. An equally legitimate means of compelling proprietors generally to contribute to local improvements and at the same time to encourage settlers, would be in my opinion to effect loans from the Consolidated Municipal Loan Fund in the name of the Municipality and to loan a part of it on hypothec to the settlers, subject to the consideration that they should engage to clear a certain extent of land within a given time.

As to the other suggestions which I deem it my duty to make to you, with respect to the best means to be employed to encourage the settlement of the Townships, I shall have the honor to convey them to you in my answer to your letter on the subject, dated the 22nd February last. Although there is reason to believe that still more might be done to favor the formation of new establishments, the great progress which the Townships have made during the last few years will, I trust, shield our fellow countrymen of French Canadian origin from the reproach, that they have not taken advantage of the opportunities afforded to them by the Government.

I have the honor to be, Sir,

Your very obedient servant,

(Signed) T. BOUTILLIER.
Inspector of Agencies.

APPENDIX.

STATEMENT

OF

PARISHES AND MISSIONS

IN THE

TOWNSHIPS OF LOWER CANADA.

ROMAN CATHOLIC DIOCESE OF QUEBEC.

ARCHBISHOP'S PALACE,

Quebec, 14th February, 1856.

(Copy.)

Sir,—Very few Parishes have been erected in the Townships included in the Diocese of Quebec. Their limits cannot be regularly determined until the settlements are almost wholly completed. With respect to Missions their extent is determined by the letters of the Priests in whose charge they are, and the limits are continually altered according to the direction taken by settlers and the communications established between the settlements recently formed.

The only Parishes erected in the Townships are St. Calixte de Somerset and St. Victor de Tring. The first canonically erected on the 6th July, 1848, and recognised as such for all civil purposes on the 24th January, 1852, contains 176 lots and a part of the Gore of Somerset. The second, canonically erected on the 24th February 1852, includes the first five ranges of the Township.

Other Parishes contain less extensive sections of Townships, thus St. Frederic includes two ranges of Broughton. St. Octave de Metis comprises that part of the Township of Cabot which lies between the Fief Metis and the Fief and Seigneurie of Lepage and Thivierge. St. Edmund of Stoneham contains a part of the Townships of Stoneham and Lewksbury. St. Cyrille contains two ranges of the Township of Lessard, and the unconceded lands of the Crown lying between Fief Lessard and the Township of the same name and the Fief Vincelette. St. Agatha contains a small part of the Townships of Leeds and Nelson.

A Priest resides in each of the following Missions, whose duty it is to administer to the neighboring settlements.

La Grande Baie, on the Saguenay,
Le Grand Brûlé, Notre Dame,
Chicoutimi, St. François-Xavier,
Les Escoumains, St. Marcellin,
Ste. Sophie d'Halifax,
Ste. Julie de Somerset,
St. Jacques de Leeds,
St. Evariste de Forsyth,

St. Vital de Lambton,
 St. Modeste de Whitworth,
 St. Jérôme de Matane,
 St. Edouard de Frampton,
 St. Martin de la Rivière du Renard,
 St. Patrick de Douglastown,
 St. Michel de Percé,
 Notre Dame de la Grande-Rivière,
 Notre Dame de Paspebiac,
 St. Bonaventure de Bonaventure,
 St. Joseph de Carleton,
 Ste Anne de Ristigouche.

The following are Townships in which chapels have been erected, in which Divine service is occasionally performed by the nearest Priest :—

Alton, the chapel in which under the title of St. Alban, is situated on the boundary line of the Seignior of Deschambault.

Settington, St. Hilarion,
 Stoneham, St. Edmond,
 Port-Neuf, Ste. Anne.

The Jérémie Islands included I believe, in the Township of Betsiamits,

The Seven Islands,
 Mingan, St. George,
 Masquart, St. François-Xavier,
 Harvey, St. Fulgence de l'Anse aux Foins,

St. Jean on the Saguenay,
 St. Marcel de Broughton; the chapel in this Township is situated in the last range of the Township of Leeds.

Tring; the chapel of St. Ephrem is situated on the 9th lot in the eighth range; the Church of St. Victor is situated between the 2nd and 3rd ranges.

Frampton, St. Malachie; this is the second chapel erected in the Township of Cranbourne. The chapel has been recently erected on lot 14, in the 3rd range.

There are also several chapels in the District of Gaspé, besides those in the localities in which there are resident Priests,—they are :—

St. Joseph de l'Anse au Griffon,
 St. Alban du Cap Rosier,
 St. Augustin de la Grande Grave,
 St. Albert du Bassin de Gaspé,
 St. Pierre de Malbaie,
 Le Cap d'Espoir,
 St. Dominique de New Port,
 St. George de Port Daniel,
 L'ange Gardien de Cascapédiac,
 Maria et la Nouvelle.

I am not aware whether the above statement, prepared from information now in my possession, will suffice for the object you have in view. I should be able, however, at a future period to give you any other information which you might require.

I have the honor to be,

&c., &c., &c.

(Signed,)

EDMUND LANGEVIN,

Pt.,
 Secretary.

T. BOUTILLIER Esq.,
 Inspector of Agencies,
 St. Hyacinthe.

ANGLICAN PARISH OF QUEBEC.

Copy.
(Translation from
French Translation.)

Quebec, 5th March, 1856.

SIR,

I am directed by the Bishop of Quebec to acknowledge the receipt of your letter dated yesterday, in answer to which his lordship desires me to state that the number of Churches and Chapels belonging to the Church of England Communion in the Eastern Townships, and the Townships in the District of St. Francis, (to which Townships his lordship presumes that your enquiries have exclusive reference) is sixteen. In the townships comprised in the whole diocese the number is about forty; and including those in the new settlements lying scattered upon the confines of the Townships, the number approximates to fifty.

I have the honor to be,

&c., &c.

(Signed,)

ARMINE MOUNTAIN,
Chaplain.

T. BOUTILLIER, Esq.,
Inspector of Agencies,
St. Hyacinth.

DIOCESE OF THREE RIVERS.

BISHOP'S PALACE.

Three Rivers, 21st February, 1856.

(Translation.)

SIR,

In answer to your letter of the 11th instant, in which you request me to furnish a statement of the number of Parishes or Missions erected in the Townships comprised in the Diocese of Three Rivers, I beg to state that having had the honor to accompany his lordship on a tour through the most recently settled Townships in his Diocese, we found them to be in a state of very promising prosperity.

Wotton, settled only within the last seven or eight years, possesses a population of two hundred families, and a larger church is about to be erected. A priest has resided there since 1850.

Windsor contains thirty-five families and is on the point of erecting a house to serve as a chapel and perhaps as a school. This locality has been visited by a Missionary since 1846.

St. Camille, comprising parts of Wotton and Ham has a chapel which it will very soon be necessary to enlarge in order to provide for the wants of the hundred families comprising the mission. St. Camille has been spiritually administered since 1851. The south part of Chester and the north part of Ham contain a population of about one hundred families, who have agreed this year to erect a chapel dedicated to St. Paul.

Weedon, otherwise called St. Janvier, has a Chapel and a Presbytery in an advanced state. Its population consists of one hundred and fifteen families. Weedon has been a Mission since 1849.

Garthby, or St. Olivier is inhabited by about thirty families, part of whom came from Quebec. This settlement has been spiritually administered to since 1850.

Stratford or St. Gabriel, and the north part of Winslow have a house devoted to purposes of religion, and seem disposed to erect a chapel. This Mission contains

about one hundred and thirty families. The Missionary has attended there regularly since 1852.

The north east part of Winslow contains about one hundred families who are desirous of constituting themselves into a Mission or Parish.

In the more southern townships no settlements appear to exist. The roads through these townships are very good in winter, but in summer I am told they are so impassable that last summer his Lordship was unable to visit any of those townships, except Wotton. The true way to encourage these settlements would be the opening and maintenance of roads.

Settlers always hold aloof from those places to which there is difficult access during three quarters of the year, and which present the greatest difficulties in the way of their procuring the necessary consolations of religion,

The Government then could not offer a more satisfactory encouragement to the population of these localities than the appropriation of the sums necessary to provide for this interesting section of the country roads passable at all seasons of the year.

The roads required to be opened or completed would be the road from Garthby to Weedon, about five miles in length, the road from Wotton to Dudswell, about eight miles, the road from Wotton to the Railway station at Windsor, about twelve miles, and the road from St. Christophe through Chester, Wolfestown and Ham to the Gosford Road, about sixteen miles; the latter would open a communication very much wanted between Lake Megantic and the principal towns in the county.

The Township of St. Etienne contains a population of two hundred and fifty families. There is a chapel for religious worship, which is regularly performed. Shawanigan has also a chapel for the use of the hundred and five families which it contains; these two settlements are in a very prosperous condition.

The establishment of numerous and regular missions in the most remote townships would attract thither the rising generation in Canada. It is a pity that the commission are not empowered to contribute to the erection of chapels and the maintenance of missionaries. His Lordship recommends the Townships in his Diocese to your favorable consideration, and begs to assure you that he will do all in his power to promote the spiritual and temporal welfare of their loyal inhabitants.

I have the honor to be,

&c., &c., &c.

(Signed.)

PH. O. GELINAS,
Ecclesiastical Secretary.

T. BOUTILLIER, Esquire,
Inspector of Agencies,
St. Hyacinth.

In another letter dated 10th March, Mr. Secretary Gelinus has the goodness to add the following information:—

The Parishes in the Townships of the Diocese of Three Rivers are St. Louis de Blandford, St. Eusebe de Stanfold, St. Norbert, and St. Christophe d'Arthabaska.

The missions in the same townships, in which there are chapels are Bulstrode, St. Paul de Chester, Warwick, St. Felix de Kingsey, St. Frederick de Drummondville, St. Germain de Grantham, St. Isidore d'Acton, St. Pierre de Durham and Wickham, St. Bibiane de Sipton, St. Hubert de Tingwick, St. Hypolite de Wotton, St. Camille also of Wotton, St. Janvier de Weedon, St. Olivier de Garthby, and St. Gabriel de Stratford.

The missions in which there are no chapels are Winslow, Windsor, Danville, Simpson and Horton.

To the north of the Diocese there are two missions, St. Etienne and Shawenigan.

The above comprise all the parishes and missions of the Townships in the Diocese, together with the names of their patron saints.

I have the honor to be, Sir,

&c., &c., &c.

(Signed,)

PH. O. GELINAS,
Ecclesiastical Secretary.

T. BOUTILLIER, Esquire,
Inspector of Agencies,
St. Hyacinthe.

DIOCESE OF SAINT HYACINTH.

BISHOP'S PALACE,

ST. HYACINTH, 12th February, 1856.

[Copy.]

SIR,—I have the honor herewith to transmit to you the statement, required in your letter of yesterday, of the Parishes and Missions which form part of the Diocese of St. Hyacinth.

His Lordship the Bishop of St. Hyacinth directs me to inform you that he has no suggestion to offer you on the subject of the settlement of the Townships, his Lordship being of opinion that the principal means have already been adopted by the ecclesiastical authorities, namely the multiplication of the number of Churches and of priests, and also by the Government who have passed an Act to provide for the opening of roads. Perhaps, however, means might be taken to facilitate the acquisition of secure titles on the part of the settlers and to prevent the ejectment of those who have begun to clear their lands.

I have the honor to be, Sir,
L. B. MOREAU, Priest.

T. Boutillier, Esq.,
Inspector of Agencies,
St. Hyacinth.

PARISHES.

Notre Dame des Anges de Stanbridge.

This parish was canonically erected on the 22nd August, 1845. It comprises the Township of Stanbridge, and a portion of the Seigniories of Sabrevois and Noyan. It contains a beautiful church, and the advantage of a Curé, who has resided there for the last ten years. The whole of this is due to the munificence and generosity of the Honorable family of Des Rivières, to whom this parish owes its prosperous condition in a religious and material point of view. The population of this parish numbers about 3000 souls and 1030 communicants.

St. Romuald de Farnham.

This parish was erected canonically on the 31st October, 1851. It comprises all that part of the Township of Farnham known as West Farnham. There is a wooden chapel in the Mission, and a Curé, who has resided there for five or six years. The population numbers 1400 persons, and contains 800 communicants.

St. Ephrem d'Upton.

This parish was erected canonically on the 9th January, 1854. It comprises the eight last ranges of the Township of that name. The population is about 400, a chapel will shortly be built there; it is administered in the meantime by the neighbouring parishes.

St. Valérian de Milton.

This parish was erected canonically on the 10th September, 1855. It contains the six last ranges of the Township of Milton, and parts of the seventh and eight ranges of the Township of Roxton. There is a stone chapel in the Mission where service is performed by the Missionary of St. Cécile de Milton. It has a population of about 500 of whom 250 are communicants.

MISSIONS.

St. Cécile de Milton

Comprises the first five ranges of the Township of Milton. It contains a stone chapel which is not sufficiently large, but for which a church is about to be shortly substituted capable of containing the population, which is increasing every day. A Missionary has resided there for the last five or six years. The population numbers 2000, of whom 700 are communicants. This Mission will be shortly erected into regular parish, as also that of St. Jean Baptiste of Roxton.

St. Jean Baptiste de Roxton

Comprises the whole of the Township of that name, with the exception of a small part enclosed within the parish of St. Valerian. This Mission has within a very short time increased very rapidly. The beautiful village of Roxton Falls already contains about one hundred houses and mills which gives it an appearance of great prosperity. There is a chapel built of wood in the Mission and a priest, who has resided there for the last six years. It has a population of about 1100 souls, 700 of whom are communicants.

St. Michel de Sherbrooke.

A fine church has just been finished. This Town also possesses a Literary Institution for the education of young people, and a convent is shortly to be opened for the education of girls. These three establishments are situated in the most beautiful and elevated part of the Town of Sherbrooke. Two Missionaries reside there, and administer the Township of Ascot, Compton and Eaton and the other neighbouring Townships. One of the missionaries also occasionally visits the mission of the Outlet—at the foot of the beautiful Lake Memphramagog.

St. Thomas Aquinas de Compton.

This Mission includes the whole Township of that name; it contains a beautiful little church built of wood in which service is performed once a fortnight by one of the priests from Sherbrooke.

St. Camille d' Eaton

Comprises the entire Township of Eaton, the Catholic population there is as yet not very numerous, it contains a small chapel built of wood in which service is performed once a fortnight by a priest from Sherbrooke.

Sacré Cœur de Jésus de Stanstead.

This Mission includes nearly the whole of the Township of that name, and also the Township of Hatley, the few Catholics residing in which are visited by the Missionary from time to time. It contains a very fine religious establishment, which is situated in the centre of the pleasant village of Stanstead Plain. Two Missionaries generally reside there. These gentlemen occasionally visit Georgeville on Lake Memphramagog.

St. Etienne de Bolton.

The Township of Bolton is comprised in this Mission. The population numbers about 600, of whom between 300 and 400 are communicants; it contains a chapel, in which worship is performed once a fortnight by the Missionary from Ely.

St. Joseph d'Ely.

This mission is composed of the township of Ely, excepting one portion of it, which is administered by the Missionary from Stukely and another which is administered by the Missionary from Roxton. This Mission is making very rapid progress, it contains a chapel built of wood, and there is a Missionary, who has resided there for two years. The population is about 900 of whom 500 are communicants.

Notre Dame de Bonsecours de Stukely.

This Mission includes the whole Township of Stukely and a part of the Township of Orford. The Catholic population numbers about 2,000, of whom from 1400 to 1500 are communicants. It contains a church built of wood, and has had a Missionary residing there for the last eight years.

Sacré Cœur de Marie de Granby.

This mission includes the Township of Granby with the exception of a small portion which is annexed to the Parish of St. Paul d'Abbottsford, and the Township of Shefford. It contains a church made of wood, and a Missionary has resided for the last six or seven years. The population is about 1000 of whom 700 are communicants.

St. Croix de Dunham.

This Mission includes the Township of Dunham. It contains a church built of stone, and a Priest has resided there for the last five or six years. The increase in the population is very rapid. The Township of Sutton is served by the priest from Dunham.

[Translation.]

ROMAN CATHOLIC DIOCESE OF MONTREAL.

BISHOP'S PALACE,

Montreal, 4th March, 1856.

SIR,—In conformity with the application contained in your letter of 13th February last, I have the honor to enclose to you herewith a Tabular Statement shewing the number and condition of the Parishes and missions erected in the Townships, included in the Diocese of Montreal.

I have informed Monseigneur the Administrator of your desire to obtain from him any suggestions which he might be inclined to offer on the subject of settlement, and his Lordship has directed me to inform you that at present he can only express it as his opinion that a means of hastening and securing the progress of settlement would be the setting apart in the different localities of a lot of land for the erection of religious establishments, around which inhabitants would willingly settle, inasmuch as they would, by so doing, procure for themselves great material advantages, and would at the same time enjoy the advantages of religion.

I have the honor to be, Sir,

&c., &c., &c.,

J. O. PARÉ, Canon,
Secretary.

St. Anicet, County of Huntingdon, was canonically erected on 26th May, 1827. This parish includes the Township of Godmanchester, and extends 12 miles in front by 9 miles in depth.

St. Julienne, County of Montcalm, was canonically erected on the 14th November, 1848. This parish, which is composed of part of the Township of Rawdon, extends six miles and a-half in length by 5 miles in depth.

St. Patrick, of Sherrington, County of Napierville, was erected on 20th November, 1848. This parish, composed of the the Township of Sherrington, contains an extent of country of an irregular figure about 9,000 acres.

St. Adèle, County of Terrebonne, was erected on the 8th July, 1854. This parish is composed of parts of the Townships of Abercrombie and Morin, and of a part of the continuation of the Seignior, of Mille-Isles.

St. Sauveur, County of Terrebonne, was erected on the 6th February, 1854. This Parish is composed of Cotes St. Godfrey, St. Elmore, St. Lambert and St. Gabriel, excepting the nine first lots of the Cote St. Gabriel and the seventh and eighth ranges of the Township of Abercrombie, and all the lands lying on both shores of the Rivière du Nord, from the lot held by William Shaw, to the Cote St. Lambert, in the continuation of the Seignior of Mille-Isles, and a part of the Township of Abercrombie, extending six miles in breadth, by seven or eight miles in length.

St. Patrick de Rawdon is a mission composed of a part of the Township of the same name. There is a chapel and a resident priest.

St. Sophia is a mission composed of the Townships of New Paisley and Glasgow. There is a chapel and a resident priest.

St. Callixte is a mission in the County of Montcalm, composed of the Township of Kilkenny. There is a chapel and a resident priest.

St. Malachie d'Ormstown, in the County of Chateauguay, consists of the Township of that name.

The Mission of Huntingdon, in the County of the same name, is composed of the Township of Huntingdon. There are chapels in these three missions in which service is performed by a Missionary who resides in Huntingdon.

St. Romain de Hemmingford, in the County of Napierville, is a mission formed by the County of the same name, which is administered by a Priest who generally resides at Sherrington.

ANGLICAN DIOCESE OF MONTREAL.

(Copy.)

Names of Missions and Parishes.	Number of Churches in each.
Upper Mills, Stanbridge East.....	1
Cowansville and Churchville.....	1
Granville and Chatham.....	2
Russeltown.....	2
North Gore (Chatham).....	1
Aylmer and Hull.....	2
Bedford.....	1
West Farnham.....	1
Frost Village and Stukeley.....	2
Brome.....	1
New Glasgow and Killkenny.....	2
Granby.....	2
Sutton.....	1
Buckingham.....	1
Hemmingford.....	1
Huntingdon.....	2

Rawdon and Kildare.....	2
Dunham.....	1
Milton.....	1
Frelighsburgh.....	1
Clarendon.....	1
Waterloo and West Shefford..	2
Phillipsburgh.....	1
	32

(Signed,) F. MONTREAL,

Montreal, March 6th, 1856.

[Translation.]

DIOCESE OF BYTOWN.

OTTAWA, 28th February, 1856.

SIR,—I have the honor to enclose to you a list of the missions in the Diocese of Bytown and of the Parishes which have been canonically erected.

I shall take the liberty of adding a few observations upon the progress of settlement, in that part of the Diocese of Bytown which is in Lower Canada, in conformity with the desire which you express in your letter addressed to my Secretary.

To the north of the Ottawa numerous localities suitable for settlement may be met with; the money which has been expended in the construction of the road which runs along the Chats River and Canal cannot fail before long to be a means of encouraging this excellent scheme. I would, however, call the attention of the Government to one point in particular, which unquestionably offers the greatest advantages, I speak with reference to the lands on the banks of the Gatineau. All the Surveyors appointed by the Government, and I may add all the persons with whom I have conversed on the subject, agree in saying, that at a certain distance inland a great number of very fertile townships are to be found, and that access to them is not so difficult as has been represented; already a road has been traced to the Rivière du Desert and it might be rendered more practicable by making the necessary expenditure; a considerable number of inhabitants are settled upon the banks of this river, a few chapels have been erected, and two priests superintend the religious duties, some mills have been erected during the last two years; all seems prepared to receive a great number of new inhabitants to hasten the desired object. The following is, in my humble opinion, the course which will require to be taken:—

1st To construct a good road from the Ottawa to the Rivière du Desert.

2nd To reduce the price of land for two years to one shilling per arpent, payable so soon as possession shall be taken of the land.

3rd. To appoint a general agent similar to the one appointed for the Quego Road, whose undivided attention shall be given to the work, and who shall be able to furnish all desirable information at any time, to the Government and to the country; this agent should be a Canadian by birth, who speaks both languages.

4th. To call meetings for the purpose of attracting public attention, procuring information, and appointing Committees.

5th. To concede the Indian Reserve Lands on the Rivière du Desert, for it appears to me to be a pity to leave such fine lands in the hands of those who do not improve them. The Government would shew sufficient consideration for the Indians by granting them gratis a certain number of lots on which they might settle.

6th. To make if possible, some sacrifices in favor of two or three priests, who should at once be charged with the spiritual supervision of the new settlers, receiving, however, no support from them.

It appears to me, Sir, that if these means, and others, which are better known to yourself and to the Honorable Commissioner of Crown Lands than to me, were adopted, we should see in a very few years many hundred happy families, advantageously settled, and truly grateful for the benefits they had received.

I have the honor to be, Sir,

&c., &c., &c.

(Signed,)

JOSEPH EUGENE,
Bishop of Bytown.

T. Boutillier, Esquire,
Inspector of Agencies,
St. Hyacinth.

Diocese of Bytown—Lower Canada Section.

Names of Chapels. Patrons.	Townships.	Parishes and Missions.
St. Philippe,	Chatham,	Parish.
St. Isidore,	Augmentation,	Mission.
N. D. des Sept Douleurs,	Granville,	Parish.
N. D. de Bon Secours,	Petite Nation,	do.
St. Angelique,	do	do.
St. André Avelin,	do	do.
St. Jean,	Lochaber,	Mission.
St. Gregoire de Naziance,	Buckingham,	Parish.
St. Alexis,	Buckingham (west)	Mission.
St. Bruno,	Templeton,	do.
St. Francis de Sale,	Templeton,	Parish.
Ste. Marie de Lac,	Hincks,	Mission.
Visitation,	Northfield,	do.
N. D. du Desert,	Natawaski,	do.
St. Joseph,	Wakefield,	do.
Ste. Cécile,	Masham,	do.
St. Etienne,	Hull,	Parish.
St. Columban,	Onslow,	Mission.
St. Edouard,	Bristol,	do.
Ste. Melanie,	Litchfield,	do.
Ste Anne,	Calumet,	Parish.
St. Michel,	Thorn,	Mission.
St. Liguori,	Allumettes,	Parish.
St. Marc,	Sheen,	Mission.
St. Joachim,	Rivière Creuse,	do.

Applications for various Roads addressed to this Office.

- 1st. By Mr. Pierre Prince de Stanfold, for a road extending from the Chester road, in the 1st range of Ham, passing through Tingwick.
- 2nd. By Mr. E. Dorion, Esquire, M. P. P., for a road from L'Avenir to the Railway Station at Durham—length, 4 miles.
- 3rd. By Mr. Celestin Parent, and others, for various roads in Upton and Milton.
- 4th. By Miss Eulalie Panet, for a road from the 10th range of Ely to the Railway station at Acton—length, 4 miles.

5th. By Mr. F. Cinqmars, and others, for a road between Milton and St. Dominique.

6th. By J. S. Sanborn, Esquire, M. P. P., for a road from Eaton through Newport and Ditton.

7th. By the Rev. Mr. Mailloux, to extend the road from Buckland to the River St. Jean.

8th. By Mr. Ovide Belanger, Mayor, on behalf of the Municipal Council of Masham, for a road from Aylmer to Wakefield, passing through Masham.

9th. By Mr. J. A. Leprohon, to change the direction of the Joliette Road, by making it communicate with the Cathcart Road—length, $4\frac{1}{2}$ miles.

10. By T. Marchildon, Esquire, M. P. P., for a road extending from the most remote settlements on Lake Cosette, to La Tuque, upon the St. Maurice.

11th. By Sydney Bellingham, Esquire, M. P. P., for an extension of the Howard Road through the valley of the Red River.

12th. By Mr. John Maclaren, for a road from St. Fidèle to Tadousac.

13th. By D. E. Price, Esquire, M. P. P., for a road from Escoumin to Tadousac.

14th. By the same, for a road from the Rivière des Canards to the Bay des Roches—estimated cost, £1,200.

15th. By the same, for improvements to the Sydenham Road—estimated cost, £500.

16th. By the same, for a bridge upon the road from Bagotville to Lake St. John—estimated cost £150.

17th. By the same for a Bridge over the River à Valin—estimated cost £500.

18th. By the same, to fix the terminus of the Kinogomi at Beauportage.

19th. By the same, for a branch road from Hebertville to Metabetchouan.

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